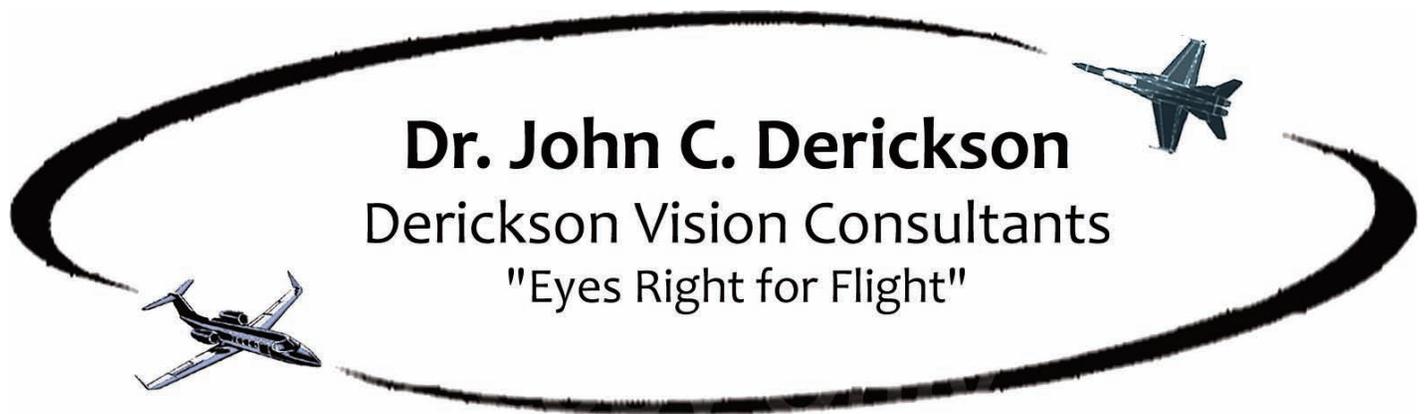


**YOU NO LONGER NEED TO DREAD HEARING THE WORDS,**

**“If you want  
to keep flying,  
you’ll need  
glasses.”**



**M**any options are available with glasses and contact lenses to make your flying safer, more comfortable and more precise.

Easy, painless, and fully automated vision testing makes

for a quick, accurate diagnosis.

And if you are experiencing difficulties, your certified AOA Aviation Vision Specialist, can discuss approved recommendations and solutions.

### **INSIDE:**

- **What every pilot should consider before choosing an eye care professional...**
- **Do you need an eye exam?**
- **What is a certified AOA Aviation Vision Specialist?**



# “Vision is the most reliable sense used during flight.”

**A**s a pilot, accurate and precise measurement and decisions can mean the difference between life and death.

When you consider the role your vision plays in your accuracy and precision, it quickly becomes apparent your vision is much more critical than the average person...it is a direct link to your safety, the safety of others and to your career.

Especially when you consider **80% of the information presented to you is visual.**

And your working environment is more challenging than the average person too. Vibrations, “G” forces, a rapidly changing environment and the demand of processing information from multiple sources...make a unique, dynamic environment which places higher psychical demands on your vision.

Which is why it is important your vision is clear, accurate and as precise as possible.

*“Of the physical qualities required, good distance vision and good coordination are essential.”*

— Mike Spich, *The Ace Factor*

## Answer these 16 questions to determine if you need an eye exam.

- Was your last exam more than one year ago? (aged 40+)
- Do you wear contacts or glasses? Can you see clearly?
- Do you have good color vision?
- Do you have a family history of eye disease or blindness?
- Difficulty reading overhead panels?
- Difficulty discriminating lights at night?
- Difficulty discriminating color of lights?
- Spatial disorientation—feeling Dizzy, especially in IFR conditions?
- Headaches?
- Glare sensitivity?
- Tired eye feeling or fatigued eyes after prolonged computer or near work?
- Eyes Dry or watery?
- Eyes Itchy—feeling like you need to constantly rub your eyes?

### Are you experiencing any of the following:

- Spatial or Depth perception problems?
- Problems seeing in hazy or inclement weather?
- Difficulty judging distance (near or far)?

If you answered yes to any of the above questions it is recommended you have a comprehensive aviation eye exam before your next physical. **In many instances, early diagnosis of vision problems enables action to be taken to correct the problems so you can continue to fly safely and avoid being grounded.**



# So... Who do you trust with your most important flying instrument?

**W**hen your eye doctor examines and prescribes corrective devices for you, it is customary for him to ask about your occupational and recreational activities that might influence the use of any correction devices.

**For aviators, prescribing spectacles is different.** You **can't** just lump all pilots into the category of flying planes and correct on that basis.

**Visual demands and working distance** from your instrument panel will vary depending on the aircraft you fly. Couple this with **your flight crew position**, and these factors **should** influence the types of correcting devices recommended.

For example, if you are a pilot in the F-4 Phantom II, your instrument panel is approximately 32" from the your eyes while the front instrument panel for the navigator is only about 20" from his eyes.

And if you fly two or more different types of aircraft you **may require a set of spectacles custom made for each aircraft.**

For example, if you are presbyopic and require bifocals to fly a Boeing 727, you may require a much different bifocal height due to the seat position and possibly even a double bifocal segment to view the ceiling panel instruments.

The importance for your optometric professional to understand the differences in your working environment are crucial. And there are several other important factors to consider as well, such as:

- **Is the corrective device approved?** Eg. Many civilian pilots fly with progressives while progressives are not approved by the DOD for Aircrew.
- **Will the prescriptive recommendation cause safety issues?** Eg. Monovision contact lenses reduce stereopsis and distance visual acuity and therefore are not recommended for flying.
- **Incorrect adjustments:** Eg. If you are fitted for glasses, were adjustments made while you were wearing any flight gear you normally wear such as a helmet and oxygen mask?
- **Were you given recommendations on adapting to your new prescription?** Eg. It is a bad idea to fly your aircraft while getting used to new



*Dr. Derickson,  
Optometric Physician and  
AOA Aviation Vision Specialist*

Dr. John Derickson is the only certified American Optometric Association (AOA) Aviation Vision Specialist in Northeast Florida. A Florida Board Certified Optometrist for over a decade, Dr. Derickson received his Doctorate from Nova Southeastern University's College of Optometry (NSU), graduating magna cum laude. He is board certified in the Treatment and Management of Ocular Disease and a former NSU associate Professor of Optometry. Currently he holds staff privileges with the

University of Florida's Shands Hospital. Dr. Derickson is also the Official Optometrist of the UNF Ospreys' sports teams due to his specialized training in Sports Vision. He received his Aviation Vision Training from the American Optometric Association (AOA). Founded in 1898, the AOA is considered the premier authority and leader in the optometric profession.



glasses. An increase in minus power can make the runway appear farther away which may cause a late flare on landing or a hard landing with possible damage to your landing gear/airframe.

- **Do you fly with backup glasses?** E.g. Occasionally, a lens may pop out of your eyeglasses or you might lose a contact lens during flight. Therefore, it is recommended you have a back-up pair of glasses within reach.

From sunglasses to bifocals and beyond...there is so much to know and understand regarding aviation vision needs. Doesn't it make sense you would seek out a professional who is trained specifically in aviation vision?



# Certified AOA Aviation Vision Specialists...trained specifically for evaluating and making recommendations for Aviators



**S**o what is a certified American Optometric Association (AOA) Aviation Vision Specialist and what does he do? He...

- Acts as your advocate and will not report recommendations unless you request him to.
  - Knows and understands FAA Aviation Medical Examinations, the Certification Process and Vision Standards for Pilots.
  - Is trained by the leading authority in Optometric Clinical Practices.
  - Uses the best recommendations for pilot patient care. These recommendations are developed by combining the best available current scientific evidence and research with expert clinical opinion to recommend appropriate steps in the diagnosis, management and treatment with various eye and vision conditions.
- Is prepared to meet the needs of their pilot patients, whether they are involved in general, commercial, or military aviation.
  - Stays current on the most accurate testing standards and procedures.
  - Has an on-site optical laboratory where he personally oversees the precise production of all prescription glasses.
  - Is the most qualified to help you choose vision corrections which are not only best for pilots but accepted and approved practices.

Furthermore, certified AOA Aviation Vision Specialists are trained to handle specific issues to pilots, such as:

- **Prescription Options for Aviation**
- **Color Vision for Aviation**
- **Night Vision for Aviation**
- **Spatial Disorientation**
- **Refractive Surgery in Aviation**





Examination uses state-of-the-art computerized diagnostic testing.

*“Having great vision is vital to my job and air safety. Dr Derickson is a crucial part of maintaining my vision...There is no one I trust more with my eyes.”*

— Mike McIntosh  
Banner-Tow Pilot, Beach Banners, Inc.  
Commercial Instrument ASEL/AMEL  
Ground Instructor A/I

*“... during my visit to the office of Dr. John Derickson ...the waiting time to start the eye exam was very short ... the exam itself seemed to be very efficient and thorough...and as Dr. Derickson is a pilot himself, he seemed to understand the vision concerns of a pilot and took the time to explain the results ...”*

— David Dagenais, Commercial Pilot, CFII



Dr. Derickson closely examines eyes using a high-powered bio-microscope.

*“When my 3<sup>rd</sup> Class Medical was stamped for the first time with “Holder Must Wear Corrective Lenses,” I went to see Dr. Derickson. Not wanting to keep reading glasses lying around everywhere, including in the cockpit, he fitted me with bifocal contacts. Problem solved! Dr. Derickson and his staff are wonderful to work with...(as Dr. Derickson’s) a fellow pilot that understands and caters to a pilot’s vision needs.”*

— Bo Wroten- Business owner and private pilot since 1986



Yvonne Derickson, R.N., lends her expertise to highly technical prescription production.



# Dr. Derickson's Personal Guarantee to his pilot patients...

**D**r. Derickson is not only a certified AOA Aviation Vision Specialist, but he is the *only* certified AOA Aviation Vision Specialist in Northeast Florida. In addition to his specialized training, Dr. Derickson makes the following guarantee:

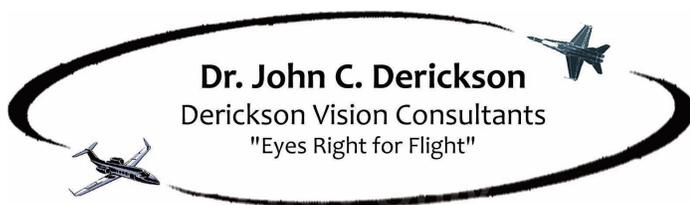
- To be your advocate and work with you to restore your vision to the best possible condition.
- To work with you confidentially to provide solutions to your vision problems with the aim of passing your flight physical and continuing to fly safely. Once your vision is corrected, all required paperwork will be completed and filed at your request.
- To use state of the art, fully automated testing equipment which is 2X's as accurate as standard testing equipment. (This includes a simulated instrument panel in his office to evaluate your visual demands.)

- To personally oversee your prescription in his special precision laboratory. He will work with you to fine tune your spectacles and/or contacts for the most precise and accurate fit and correction possible.

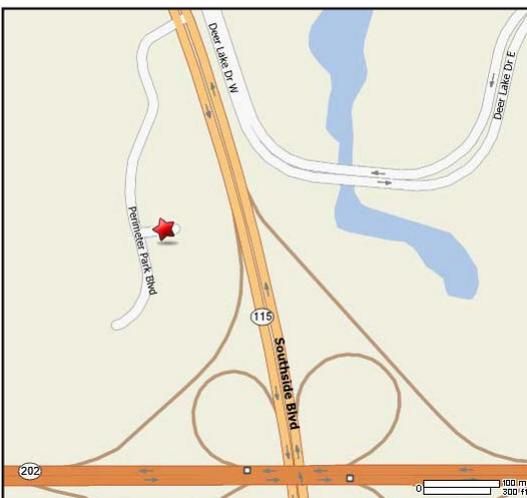
To schedule an appointment with Dr. Derickson, your certified AOA Aviation Specialist, before your flight physical and ensure you are seeing as well as possible for flying and for your physical, call Derickson Vision Consultants at (904) 997-8585. If you are experiencing any difficulties, Dr. Derickson will discuss recommendations confidentially and file all required paperwork when you request it, and not before.

## **Uncertain whether you need a full comprehensive evaluation?**

Preliminary consults are available at a reduced rate to determine if you will require a full comprehensive evaluation.



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Visit our website at [www.Dericksonvision.com](http://www.Dericksonvision.com)