



"To Honor Those Who Serve, Past, Present & Future"

January 2014

Volume 15, Issue 1

**Lest We Forget —
"The USSVI Submariner's Creed"**

To perpetuate the memory of our shipmates who gave their lives in the pursuit of their duties while serving their country. That their dedication, deeds, and supreme sacrifice be a constant source of motivation toward greater accomplishments. Pledge loyalty and patriotism to the United States of America and its Constitution.

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News Brief

1. **Next Meeting:** At 1100, third Saturday of each month at the Knollwood Sportsman's Club. Mark your calendars for these upcoming dates:
 - a. JANUARY 18, 2014
 - b. FEBRUARY 15
 - c. MARCH 15
2. Duty Cook Roster:
 - a. JANUARY – KEP PREBLE AND THE FOURTH ANNUAL CHILI DUMP
 - b. FEBRUARY – SEE YOUR NAME HERE!
3. **January Birthdays:** Robert Zorn 5th; Kep Preble 11th, Glenn Barts, Sr. 20th; and Terry Elmeier 24th.
4. Crash Dive **Submarine Birthday Ball** April 5, 2014, Kenosha, WI
5. Remember the **Chili Dump** at the January meeting!
6. **Note the new meeting start time – 1100 – as voted and approved in December 2013.** The January meeting starts at the new time.
7. Crash Dive has an ongoing program to collect and transport donated items to both the **Navy Relief** office at Great Lakes and to the **USO** at Chicago O'Hare Airport. Contact Greg Miller for information.
8. Real Submarine Chiefs call their wives **CINCHOUSE!**

Crash Dive Meeting Minutes December 21, 2013

- 1) Attendees
 - a) Cris Pascual
 - b) Larry Warnke
 - c) Clay Hill
 - d) Jan Hill
 - e) Frank Voznak, Jr.
 - f) Glenn Barts, Sr.
 - g) Steve Benicke
 - h) Rich Behnke
 - i) Frank Walter
 - j) Dick Anderson
 - k) Chris Gaines
 - l) Gus Yakes
 - m) Greg Miller
 - n) Scott Jaklin
 - o) Anthony Jaklin, guest
 - p) Herman Mueller
- 2) The meeting was called to order at 1210 by Clay Hill, followed by the invocation, Pledge of Allegiance, and a round of introductions.
- 3) Secretary's Report given by Chris Gaines. Herman Mueller moved to accept; seconded; Frank Walter; vote was unanimous.
- 4) Treasurer's Report given by Glenn Barts, Sr. November statements: Savings \$1173.69; Checking -\$4,485.67; Memorial Checking \$4362.00; Memorial Savings \$5.00. Larry Warnke moved to accept; Dick Anderson seconded; vote was unanimous.
- 5) Committee Reports
 - a) Newsletter – Each shipmate is welcome to submit articles of general interest from other sources.
 - b) Membership – Dues are due.
 - c) Charitable Service – Seeking winter coats and other items for Navy Relief and white T-shirts for the USO.
 - d) Hospitality – Wild Game Feast January 27; \$15 tickets limited to only 125 due to availability of game.
 - e) Webmaster – No report
 - f) Storekeeper – 2014 calendars available.
 - g) Bylaws – Mailed recently; will vote in January.
 - h) Memorial Committee – Received significant donation from Exelon Generation in the amount of \$5000 to be deposited. Received \$1000 from ILSVWWII. Met with architect; finalizing drawings and then applying for permits; need \$160,000 in the bank prior to starting construction. Carved dolphin raffle garnered about \$2500.
 - i) Community Outreach – Still supporting USO and Navy Relief.
- 6) Old Business
 - a) None.
- 7) New Business
 - a) Cantigny – Greg Miller mentioned this September

- event that he suggests we setup a table to publicize our group and memorial. He will research and report at a future meeting.
- b) Greg will provide the plan for 2014 at the January meeting.
- 8) Good of the Order
- a) Duty Cook
- i) December – Clay Hill and Frank Voznak, Jr.
- ii) January –Kep will run the Fourth Annual Chili Dump in January. Chili makers: Frank Walter, Glenn Barts, Clay Hill, Chris Gaines.
- iii) February – Frank Walter will check his fish inventory.
- iv) Binnacle List
- (1) Tom Polzin is recovering from shoulder surgery.
- (2) Kep Preble is recovering from a fall on the ice.
- b) Toys for Tots collection box is in the KSC bar area.
- c) Frank Walter moved to donate \$50 to the USO; Scott Jaklin seconded; vote was unanimous.
- d) Larry Warnke moves to change meeting start time to 1100 with business portion prior to lunch starting in January; Steve Benicke seconded. Vote was unanimous.

- e) Our meetings are on the KSC calendar for 2014 for 1100-1400.
- f) Steve Benicke mentioned volunteering at U-505; he offers free admission passes in small batches; contact Steve for info.
- 9) Benediction
- 10) Next meeting January 21 at KSC.
- 11) Glenn Barts moved to adjourn; Steve Benicke seconded; unanimous. Adjourned at 1249.

Lost Boats

USS Scorpion (SS-278)	1/5/44
USS Argonaut (SS-166)	1/10/43
USS Swordfish (SS-193)	1/12/45
USS S-36 (SS-141)	1/20/42
USS S-26 (SS-131)	1/24/42

Chaplain's Corner

THE BLESSING

By Cris S.L. Pascual, Base Chaplain

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In our increasing secular-progressive society today, parent's blessing to their children seemingly losing its meaning and its value. I do not know exactly how many of our Newsletter readers believed in "blessing," but the Hebrew equivalent to this word is one of the most important words in the Bible. In the Old Testament of the Bible, it is used 640 times and is pictured in God's original plan for humankind: Genesis 1:27-28 states that after God created a man and a woman in His own image, He blessed them. What an encouraging truth to know that we were created for blessing!

Note: If God, as we have been told is a spirit and He is, how can man and woman be created in His image? I understand and feel the anxiety and the curiosity of some of you about the subject matter. Perhaps if no one objects, this will be my assignment for the next Chaplain's Corner.

Everyone needs a parent's blessing to be affirmed and assured that he or she is good and has a promising future. This ancient practice served as the last will and testament of one generation to the next. Nothing is more informative about this subject than the story of Isaac and his two sons, Jacob and Esau.

The Bible tells us that usually the father would give both the birthright and the blessing to his eldest son. This "birthright" conveyed to the eldest son the position of leadership in the family and generally provided him with a double portion of the family inheritance. Esau, the older of the two sold his birthright willingly to Jacob for a bowl of stew (Gen. 25:29-34), but Jacob, disguised himself as Esau stole the blessing by deceiving his blind father (Gen. 27:1-36). Esau at last comprehended his great losses and the Bible tells us "he cried with an exceedingly great and acid cry" (Gen. 27:34). Esau lost in double whammies.

Although the times and culture are different, parents still need to bless their children. All children need from their parents positive words, meaningful touch, and active commitment in their lives.

Blessing is an "ancient practice." Is it still relevant today? Ancient as it may, God's Word never change. The Word of God is the same then, today, and tomorrow.

Each of our children wants to be known and loved by his or her parents. Blessings flow when children hear their mother or father express intimate and individualized thoughts about them. For parents, the blessing involves sharing hopes and prayers for each of our children. If we

question the importance of these gestures, we merely have to examine how we long to hear the same words from our own parents.

Effective parents find a way to include words of blessing in their relationship with their children. These are priceless gifts that can shape a child's life. The process begins when we look into our child's eyes and say, "I love you." After that, we fill in the details. Parents, bless your children everyday. ¹

The Navy's Amazing Ocean-Powered Underwater Drone

If Santa can harness reindeer to fly the globe, the Navy can use "hydraulic buoyancy" to wage underwater war

By [Mark Thompson @MarkThompson_DC](#)
Dec. 22, 2013



NATO

Putting a Slocum Glider into the sea during a NATO exercise.

While you were out shopping Sunday for those last-minute holiday gifts, the Navy pushed ahead with its own vision of an underwater sugar plum: a fleet of "long

¹ Sources: "The Soul Care Bible" by Tim Clinton. Thomas Nelson Publishers, Nashville, Tennessee. Copyright 2001 by American Association of Christian Counselors

endurance, transoceanic gliders harvesting all energy from the ocean thermocline.”

And you thought Jules Verne died in 1905.

Fact is, the Navy has been seeking—pretty much under the surface—a way to do underwater what the Air Force has been doing in the sky: prowl stealthily for long periods of time, and gather the kind of data that could turn the tide in war.

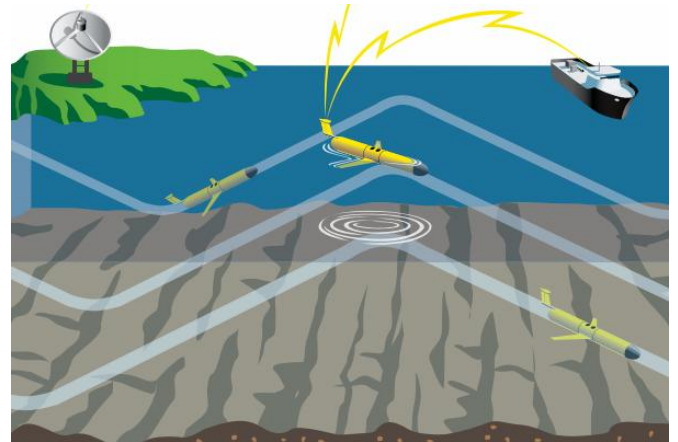
The Navy’s goal is to send an underwater drone, which it calls a “glider,” on a roller-coaster-like path for up to five years. A fleet of them could swarm an enemy coastline, helping the Navy hunt down minefields and target enemy submarines.

Unlike their airborne cousins, Navy gliders are not powered by aviation fuel. Instead, they draw energy from the ocean’s thermocline, a pair of layers of warm water near the surface and chillier water below.

The glider changes its density, relative to the outside water, causing the 5-foot (1.5m)-long torpedo-like vehicle to either rise or sink—a process called hydraulic buoyancy. Its stubby wings translate some of that up-and-down motion into a forward speed of about a mile (1.6 km) an hour in a sawtooth pattern. As it regularly approaches the surface, an air bladder in the tail inflates to stick an antenna out of the water so it can transmit what it has learned to whatever Captain Nemo dispatched it to the depths.

Much of the work such gliders do is oceanographic in nature, collecting data about the water’s temperature, salinity, clarity, currents and eddies. Such information is critical for calibrating sonar to ensure it provides the most accurate underwater picture possible. But there are

additional efforts underway to convert such data into militarily-handly information.



Webb Research

Slocum Gliders rise and fall as they traverse the ocean’s depths, transmitting what they learn via tail-mounted antennas that periodically break through the water’s surface.

The Navy’s Sunday contract announcement added a scant \$203,731 to a contract it has with Teledyne Benthos, Inc., for continued “research efforts” into its Slocum Gliders (named for Captain Joshua Slocum, who sailed alone around the world in a 37-foot sloop between 1895 and 1898). “Carrying a wide variety of sensors, they can be programmed to patrol for weeks at a time, surfacing to transmit their data to shore while downloading new instructions at regular intervals, realizing a substantial cost savings compared to traditional surface ships,” the company’s Webb Research division says. The Webb unit is located in East Falmouth, Mass., and its Slocum Glider is the brainchild of Douglas Webb, a former researcher at the nearby Woods Hole Oceanographic Institution.

In 2009, the Navy issued a \$56.2 million contract for up to 150 of the “Littoral Battlespace-Sensing” gliders to be delivered by 2014. The Navy has said it is investing in the field because such information could prove vital “for mine countermeasures and other tasks important to expeditionary

warfare. . .ultimately reducing or eliminating the need for sailors and Marines to enter the dangerous shallow waters just off shore in order to clear mines in preparation for expeditionary operations.”

A NATO report last year examined the feasibility of launching Slocum Gliders from torpedo tubes instead of T-AGS oceanographic surveillance ships.

“Operating gliders from submarines represents a step forward to embedding this technology into naval operations,” it said. “Unlike surface ships, submarines are stealth platforms that could transit denied areas while releasing a glider fleet.”

Navy Captain Walt Luthiger, a submariner, said an exercise using such gliders proved their mettle in yet another arena. “The environmental information provided by the gliders has proved valuable,” he told NATO public affairs in 2011, “and helped everyone in that very difficult job of finding submarines that don’t want to be found.”

Submarines: Trying To Measure The Value Of SSNs

December 16, 2013: Modern diesel electric subs cost 60-85 percent less than nuclear subs and are known to be more difficult to detect in coastal waters and sometimes even on the high seas. Yet all major navies want the nukes. It’s all about energy and the fact that the nuclear boats have a lot more of it. Diesel-electric boats have enough food and fuel on board to stay at sea for about a thousand hours. And that assumes moving slowly (most of the time at a sluggish 10-15 kilometers an hour) and not using a lot of electronics all the time. Nukes don’t have that problem as they have years’ worth of nuclear fuel on board and can generate much more electricity than a diesel-electric boat. Being 3-4 times

larger (in terms of displacement) than most diesel-electric boats the SSNs can carry a lot more electronics and run them all the time. This provides an enormous advantage because passive (not broadcasting) sensors are the perfect tool for detecting other ships or subs while you lie quietly below the surface. Those passive sensors work because they use a lot of computing power, which requires a lot of electricity which SSNs have no problem supplying. SSNs can also run fast and deep to escape an enemy threat. That’s why naval professions prefer nukes, because they can stay at sea longer and do more while they are there. In fact most diesel-electric boats are only really effective for coastal defense and are much less useful if you send them long distances to do anything. Meanwhile much is made of the fact that under some conditions diesel-electric subs are quieter than nukes. The true extent of that will not really be known until there is a war and most naval experts are not sure the diesel-electric boats will have much of an edge when operating on batteries. The big problem here is that subs have not had much wartime experience since World War II (1939-45). So no one really know exactly how the nukes would be in a major conflict. In the meantime the admirals would prefer to have more nukes.

Meanwhile work continues on trying to shed more light on the problem. The U.S. Navy has been secretive about how effective it has become in detecting non-nuclear submarines. That discretion is necessary to prevent the enemy from fixing any vulnerabilities that have been found and are being exploited. The quietness of modern diesel-electric boats puts nuclear subs and surface ships at a serious disadvantage, especially in coastal waters. This is a big problem for the United States, which went to an all nuclear submarine fleet in the 1960s. While the nuclear sub is

the most effective high seas vessel, especially if you have worldwide responsibilities and need subs that can quickly move long distances to get to the troubled waters, the diesel electric boat, operating on batteries in coastal waters, is quieter and harder to find.

For over a decade the U.S. Navy has been trying to get an idea of just how bad the threat is and developing technologies and tactics to deal with it. This was part of a larger ASW (anti-submarine warfare) effort that began in the 1990s to deal with post-Cold War submarine threat. A major part of this effort using a state-of-the-art non-nuclear subs to practice on. Thus from 2005 to 2007 the United States leased a Swedish sub (Sweden only had five subs in service then) and its crew, to help American anti-submarine forces get a better idea of what they were up against. This Swedish boat was a "worst case" scenario, an approach that is preferred for training. The Gotland class Swedish subs involved are small (1,500 tons, 64.5 meters/200 feet long) and have a crew of only 25. The Gotland was based in San Diego, along with three dozen civilian technicians to help with maintenance.

For many years before the Gotland arrived, the U.S. Navy had trained against Australian diesel-electric subs and often came out second. The Gotland has one advantage over the Australian boats because of its AIP (Air-Independent Propulsion) system (which allows it to stay under water, silently, for several weeks at a time). Thus the Gotland was even more of a challenge and a glimpse of what American surface ships and submarines might have to face in a future naval war. Since the Gotland experiments the U.S. has borrowed other AIP subs for further work in refining detection methods. None of America's most likely naval opponents

(China, North Korea, or Iran) except China has built any AIP boats yet. These three nations have plenty of diesel-electric subs which, in the hands of skilled crews, can be pretty deadly. China is making an effort to create experienced and well trained crews as well as AIP equipped boats.

The U.S. has found that, given current sensor (sonar, magnetic, heat, chemical) technology it is possible to detect very quiet diesel-electric and AIP subs. To do this required many small tweaks to existing sensors. AIP boats, in particular, were found to have many vulnerabilities. The AIP technology generated more noise and heat than just using batteries. The more the U.S. studied AIP subs in operation the more ways they found these subs could be detected. It is known that the passive (listen only) sonar systems in the new Virginia class SSNs (nuclear attack sub) was tweaked to better find diesel-electric and AIP boats.

Apparently the modern, quiet diesel electric boats continue to be a major threat to U.S. surface warships and subs. Meanwhile, potential enemies build more of their cheaper and higher quality diesel-electric boats and train their crews by having them stalk actual warships (including U.S. ones). The subs are getting more numerous, while U.S. defenses are limping along because of the sheer technical problems of finding quiet diesel-electric boats in coastal waters.

Despite keeping most of the details secret, some potential targets of these new ASW capabilities realized the danger they were in. One reason China wants to keep American naval forces out of their economic zone (370 kilometers from the coast, an area which does not bar foreign warships) is so that Chinese diesel electric subs can train without being stalked by

American subs, surface ships, and aircraft looking for realistic practice tracking Chinese boats. At the same time the U.S. Navy has lost the full use of its most effective underwater anti-submarine training area (a well mapped and instrumented area off southern California) because environmentalist activists have convinced judges that the use of active sonar in this training area is harmful to some species of aquatic animals. So going after potential targets off their coasts is more important than ever.

There are 39 nations operating a total of 400 diesel electric subs. Only three of these nations (China, Iran, North Korea) are likely to use their subs against the U.S. or its allies. China has fifty of these boats, Iran has three (plus 25 much smaller mini-subs) and North Korea has 20 (plus 50 much smaller mini-subs). So the U.S. has to worry about 150 diesel electric subs, half of them mini-subs. But about half of all these boats are elderly, obsolete, and noisy. That leaves about 70 subs that are a clear threat (though the older stuff can be a threat if you get sloppy). That's a lot of subs, and they make the East Asian coast and the Persian Gulf dangerous places for American warships.

Moreover, the North Korean and Iranian fleets (and governments) are in decline, while China is pouring more cash into their armed forces. If there's any diesel-electric boats the U.S. Navy has to be extremely concerned about, it's the Chinese. While China continues to try and develop world class nuclear subs, they are also moving ahead in creating world class diesel electric boats.

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Step Aboard The Navy's \$2.4 Billion Virginia-Class Nuclear Submarine

Submitted by: Office

The USS Virginia-class submarines are the United State's newest and most advanced submarine.

The first Virginia slipped beneath the waves just eight years ago and only nine vessels have been completed.

They take more than five years to build and run about \$2.4 billion apiece.

Here, we look at the Virginia class of submarines from stern to bow, finding out what makes these ships unique.

We'll start in the engine room, move our way over the reactor, through the barracks to the command center and down into the torpedo room.

Read more at:

<http://www.businessinsider.com/here-is-why-the-navy-is-betting-it-all-on-the-high-tech-virginia-class-submarine-2012-7?op=1#ixzz24gr2IWui>

USSVI "Sub Vet" Scholarship Program

Submitted by: Paul Orstad Scholarship Chairman

The USSVI "Sub Vet" Scholarship Program and Committee are pleased to announce that we are now accepting requests for the scholarship application. You can do it two ways: one, send your

name and address and tell me if you are a high school Senior or a college student.

The deadline for receiving Scholarship applications is March 15, 2014.

You can contact me by email at hogan343@aol.com or by snail mail at USSVI Scholarship Chmn. Paul Wm. Orstad 30 Surrey lane, Norwich, CT 06360-6541.

Second, you can open the USSVI Web Page at www.ussvi.org. Look to the left for "Charitable Fund" in one of the blue boxes, "click on it". At the top in blue/green look for "Scholarships" and click on it. Now click on "Application" this will give you two applications to download which you will need. You will then have a total of five pages or possibly six depending on your printer. Click on "Notes and Tips" which is two pages. Page one is for high school and

page two is for college students. These are the "Hint" sheets you need to make sure you fill out the application correctly.

If you have any problems please let me know as I will snail mail you a clear application next day mail.

Base Commanders, Please use the Scholarship Booklet as information only and not for applications. The document can be found in the document section of the regular USSVI documents and not in the Charitable Foundation Documents. If you cannot find it please contact me and I will snail mail it to you. If anyone has any questions please feel free to contact me by phone, email or snail mail. 860-889-4750, Hogan343@aol.com, 30 Surrey Ln, Norwich CT. 06369-6541

Thank you.

Paul Orstad USSVI NSC

Crash Dive Base Contact Information

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Secretary (POC) – Chris Gaines, 513 West Downer Place, Aurora, IL 60506; 630-892-5718 or ccgaines@mindspring.com

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COB – Larry Warnke, l_warnke@msn.com

Chaplain – Cris Pascual; crispasses@aol.com; 285 Southridge, Gurnee, IL 60031; 847-855-0772

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Storekeeper – Herman Mueller, 503 Lynn Terrace, Waukegan, IL 60085; 847-445-5034; hermanandlorimueller@comcast.net

Newsletter Editor – Chris Gaines

Base Historian – Frank Voznak, Jr.



APPLICATION FOR MEMBERSHIP

Regular Life Associate

OUR CREED: "To perpetuate the memory of our shipmates who gave their lives in the pursuit of their duties while serving their country. That their dedication, deeds and supreme sacrifice be a constant source of motivation toward greater accomplishments. Pledge loyalty and patriotism to the United States of America & its Constitution."

With my signature below I affirm that I subscribe to the Creed of the United States Submarine Veterans, Inc., and agree to abide by the Constitution, all Bylaws, Regulations and Procedures governing the U.S. Submarine Veterans, Inc., so long as they do not conflict with my military or civil obligations. I will furnish proof of my eligibility for Regular membership, including my discharge under honorable conditions, and proof of my U.S. Navy (SS) Designation, if required by the Base or the national Membership Chairman. If I am not discharged, the discharge requirement is waived. If I am not U.S. N. submarine qualified, I am applying as an Associate and my sponsor is indicated below.

I certify that I was designated qualified in USN Submarines aboard _____ in _____ (Yr)
(Honorary designations regardless of source do not apply under any circumstances.)

I certify that I received a discharge under Honorable Conditions (if not currently in military service) in _____ (Yr)

Name: (Print /Type) _____ **Address:** _____

City: _____ **State:** _____ **Zip Code:** _____ - _____ **Tel:** (_____) _____ - _____

Signature: _____ **Date:** ____/____/____

Your E-Mail Address _____ **Base/Chapter Desired:** _____

The Member Dues year runs from Jan 1st thru Dec 31st. Please indicate your term preference: _____
Nat'l Dues: 5 Yr term: \$ 90.00; 3 Yr term: \$ 55.00; 1 yr term (Jan thru Sep) \$ 20.00; (Oct thru Dec adds the next yr): \$ 25.00
Nat'l Life: 76+ yrs = \$100.00; 66 thru 75 yrs = \$200; 56 thru 65 yrs = \$ 300.00; 46 thru 55 = \$400.00; Thru 45 yrs = \$ 500.00
Local Base/chapter dues are separate and additional. Crash Dive Base dues are \$15 annually.

How did you find USSVI? Friend, Boat Assn, Local Event/News, Internet, Other (_____)

Who is your sponsoring USSVI Regular Member?: (Mandatory for Assoc Mbrs) _____

Associate Applicant is: Veteran Spouse of Veteran Other (specify) _____

YOUR U.S. NAVY BIOGRAPHICAL DATA

Date Of Birth (MM/DD/YY) ____/____/____ **If other military service, What Branch?** _____

Highest Rate & Rank Attained: _____ **Mil Retired (Y/N):** ____ **On Active Duty? (Y/N):** ____

YR entered Mil Service: ____ **YR left Mil Service** ____ (Active/Inactive reserve time also counts.)

Submarines and ships served aboard as ship's company (Use back if you need more space.)

1. _____ **Hull#** _____ **From Yr.** ____ **to Yr.** ____

2. _____ **Hull#** _____ **From Yr.** ____ **to Yr.** ____

3. _____ **Hull#** _____ **From Yr.** ____ **to Yr.** ____

4. _____ **Hull#** _____ **From Yr.** ____ **to Yr.** ____

5. _____ **Hull#** _____ **From Yr.** ____ **to Yr.** ____

Next of Kin: Name: _____ **Relationship:** _____ (Spouse, Partner, Son, Dau, Parent, Other)

Addr: _____ **City:** _____ **State:** ____ **Zip:** _____ **Tel:** _____

(Leave this address line blank if the same as your home address)

Applicants on active duty are requested to provide a permanent home address.

Upon completion, give this form, including your National and Base membership dues to the appropriate base officer. or mail to: Crash Dive Secretary. Chris Gaines. 513 W. Downer Place. Aurora. IL 60506: 630-892-5718