

How Building an Outlaw Virtual Memorial Uncovered a 33-Year Vietnam Mystery

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This article was first published in the Summer/Fall 2026 edition of the Vinh Long Outlaws Association Newsletter. Special thanks to Bob Sharp for his hard work on the newsletter.

For those less familiar with me, I proudly served as a UH-60 Black Hawk pilot in Operation Iraqi Freedom (OIF II) with the B Troop Outlaws (2003–2008). I think it is fair to say I am a lifelong genealogist, as I started researching my family tree with my parents in the mid-1970s. I went on to become a Forensic Genetic Genealogist, which is how I somehow inadvertently wound up on “Dateline NBC.” (But that’s a story for a different day.)

Around Memorial Day, I had an idea to build a virtual memorial on FindAGrave.com for the KIA Outlaws. My goal was straightforward: identify our fallen Outlaws, Mavericks, Roadrunners, and Bushwhackers from the units that started in 1964 as the 62nd Assault Helicopter Company, A Company 502nd, and then the 175th (and beyond) and ensure that those who flew before us received proper recognition.

We owe an immense debt to the crews who pioneered the TTP (Tactics, Techniques, and Procedures) that guided our own combat operations decades later. Though generations separated us, a shared aviation heritage honors the timeless connection we all share as Outlaws. However, digging into mission logs and accident reports inevitably pulls one deeper into the story. The project expanded significantly as the massive assemblage of records regarding our KIAs came to light. I had worked my way through the entries of Huey crews from 1966–1971.

While compiling the 1967 casualties, questions arose regarding non-unit personnel who perished aboard Outlaw aircraft, such as civilians and service members assigned to outside commands as well as Outlaw veterans who passed away in the years following the war. Ultimately, the correct path forward was clear: anyone who



MAJ Latta



1LT Sodaitis



SP4 Kooman



SP4 Hopper

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Outlaw 22 also carried two passengers: **PVT William J. McRae** (Quartermaster Corps 175th) and a civilian contractor named **Jerry Lawrence Degnan**.

served as an Outlaw or died aboard an Outlaw flight belonged in this record.

But while reviewing the loss summary for UH-1D Tail Number 66-01099, I stumbled upon something that left me completely stunned. What began as a routine web search for biographical details spiraled into an astonishing, decades-long mystery obscured by the shroud of the Vietnam War.

The Tragedy over Tan Son Nhut

1967 was a pivotal transition year for Army Aviation. The intense op-tempo and relentless airmobile combat missions improved helicopter warfare by integrating next-gen attack rotorcraft and mobilizing major standalone aviation commands. AH-1 Cobras suddenly became the enemy's worst nightmare.

IV Corps and Vinh Long were strategically positioned in the heart of the Mekong Delta; Vinh Long was nestled between the Tien and Hau rivers (the two primary branches of the Mekong River). Here the venerable 175th Assault Helicopter Company carved out their operational footprint, launching daily above the surrounding labyrinth of rice paddies and waterways.

From this delta outpost, the crews of the venerable 175th Assault Helicopter Company



MAJ Latta — Outlaw 22 (Photo Credit unknown — I found this in the Outlaw group)

prepared daily for missions that would echo far beyond the flight line.

The Outlaw 22 Crew:

- MAJ Charles R. Latta — Aircraft Comdr (AC)
- 1LT George F. Sodaitis — Pilot (P)
- SP4 Gary R. Kooman — Crew Chief (CE)
- SP4 Gerald L. Hopper — Gunner (G)

9 August 1967 began like any other day for one crew flying combat missions in the sweltering

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Mekong Delta region of Southern Vietnam. Their call sign was “Outlaw 22.”

The aircraft they would travel on that day was a nearly new UH-1D (#66-01099) that the Army had purchased in January of 1967, and this trusty steed had logged only 303 hours as of that fateful day.

The crew departed Vinh Long Air Field at 0942 hours and headed to Can Tho Air Field, Bear Cat Air Field, and Long Binh, with a planned return to Vinh Long.

While at Long Binh Post — the military’s sprawling command and logistics headquarters (15 to 20 miles northeast of Saigon in Dong Nai Province) — the Outlaw crew landed at the 24th Evacuation Hospital. The facility featured a helipad that served as a central transit hub for aircraft shuttling personnel throughout the region. As one of the premier U.S. Army medical facilities in Vietnam, this vital outpost treated high volumes of wounded.

That is where the Outlaw crew picked up two pax: PVT William J. McRae (listed as a Petroleum Storage Specialist with the Quartermaster Corps, 175th AHC). He had only been in the Army since 12 March 1966.

Also onboard that day was a civilian contractor and unlisted passenger named Jerry Lawrence Degnan. Degnan, a 28-year-old native of Canfield, Ohio, was in Saigon, working for Decca Navigator Systems, training Army pilots on advanced navigation methods.

The presence of these two additional passengers aboard the Outlaw aircraft remains an unanswered question, unless someone who was there at the time can enlighten us. But, according to research in Dr. Sarah Wagner’s paper “The making and unmaking of an unknown soldier,” PVT William J. McRae “boarded the helicopter after being released from the notorious Long Binh jail (“LBJ”), a military stockade.” Because PVT McRae appeared on the passenger list, the Outlaw crew likely traveled to the airfield to



An Air Force RF-101C Voodoo jet with cameras

A USAF McDonnell RF-101C-50-MC Voodoo (s/n 56-187) on the ramp with cameras on display. The RF-101C could carry many different types of optical cameras, as displayed here. The aircraft’s three camera bays are open (nose tip, nose, and under the national insignia).

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retrieve him, leaving Degnan to seize the fateful opportunity too.

Outlaw 22 pulled pitch at 1554 hours to begin their journey back to Vinh Long, but they never made it. The crew began their final departure in a northwesterly direction. They maintained their climb while banking slightly to the right to carefully steer clear of populated areas and the sometimes dense air traffic surrounding Long Binh. Their climbing turn was maintained until they established a south-southwesterly heading between 1,500 and 1,800 feet MSL. Based on accounts, they may have felt that altitude would keep them out of the cloud cover that was overhead that day.

Meanwhile, an Air Force RF-101C Voodoo jet (#56-0225) piloted by Captain Jack Bond (assigned to Detachment 1, 45th Tactical Reconnaissance Squadron, 460th Tactical Reconnaissance Wing) was returning to Tan Son Nhut Air Base after completing a mission to obtain reconnaissance photos.

The 45th's primary directive was to conduct high-speed, visual and photographic reconnaissance. These crews took vital aerial intelligence photos to track enemy troops, supply-line movements, and base fortifications by using a variety of large Fairchild cameras. These photos were transferred to tactical intelligence teams to plan air strikes and ground operations.

The RF-101C Voodoo typically flew as an unarmed supersonic aircraft — usually flying alone and often at low altitudes. The 45th was nicknamed "Polka Dot." This unique moniker originated with their squadron emblem, a black cat on a bright yellow, polka-dotted background.

On the day in question, due to the skosh weather, Tan Son Nhut ATC ("Paris Control") gave Captain Bond vectors for landing via a Ground Controlled Approach (GCA). These instructions were often anticipated and even prioritized, because the

unarmed RF-101s were often badly shot up and in need of immediate assistance.

At 1557 hours, while descending, the Voodoo aircraft emerged from the cloud cover and was face to face with the Outlaw Huey. Despite Captain Bond's evasive maneuvers, the resulting collision was unavoidable.

According to the accident investigation report, the catastrophic impact destroyed the Huey's main rotor system and sheared off the tail. The UH-1D fell in a southwest direction, nosing down and over, losing pieces of the airframe and other material stowed in the cabin section.

The Aircraft Commander and the Gunner were reportedly either thrown or jumped clear of the aircraft before impact. The aircraft struck the ground in a nose-down, inverted attitude, completely demolishing the aircraft. A post-

impact fire gutted the wreckage except the pilot's compartment.

All personnel aboard Outlaw 22 perished.

Meet Jack Bond

The official report also noted that the RF-101C experienced a right engine flameout. Full power on the left engine failed to produce sufficient flying speed to control the aircraft. The RF-101C continued on a descending course of approximately 250 degrees. The aircraft started to nose over uncontrolled at approximately 175 knots IAS. The RF-101C impacted in a level attitude approximately three and a half miles from the assumed collision point and three miles from the UH-1D impact point.

Prior to impact, Captain Jack Bond managed to eject from his crippled jet at the last second. He became the lone survivor of this horrific accident — however, he suffered major injuries.

In a later interview he gave in 2011, Lt. Col (Ret.) Bond described the terrible day: "One incident



45th TAC "Polka Dots" was Jack Bond's unit in RVN.

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A 33-Year Mystery

When initial recovery teams searched the wreckage at the crash site, they accounted for the five crew members listed on the manifest.

However, despite dogtags, an identity card, anthropological analysis, and other very compelling evidence, they misidentified the fifth body based on general physical stature, matching the remains to a soldier from Boston, Massachusetts. Army officials sent those remains to Boston, where they were interred under the name PVT William Joseph McRae.

Four months later, search teams returned to the crash site and recovered a sixth body — found with dog tags and IDs belonging to the Boston soldier who had already been buried. Despite this obvious evidence that the sixth

that occurred that was real bad ... I had been on a mission taking pictures in the 101 and on the way back ... I was coming down through the weather under radar control. And just as I broke out, there was a helicopter right in front of me. I jerked back on the stick, and the bottom went right through his rotors. One engine flamed out, and the plane yawed back and forth quite a bit ... The plane was going down like a bomb. I thought about saving the plane, but I thought I gotta get out of here, so I ejected. The parachute blossomed, and it couldn't have been but about three to five seconds, and I hit the ground."

Ironically, an Army helicopter landed to MEDEVAC Captain Bond to a nearby Army hospital with a broken back, where he began the process of recovering.

But the story hardly ended there. Inexplicably, the tragic administrative fog of war set in, and the aftereffects of this soon-to-be-discovered mystery would linger for decades.

body was PVT McRae, somehow military authorities at the Tan Son Nhut Mortuary either overlooked or ignored the fact that there were now TWO persons identified as PVT William J. McRae.

The newly recovered remains were sent to the Central Identification Laboratory in Hawaii (CILHI), where officials further overlooked the mixup. PVT McRae's body sat in archival limbo for years until providence arrived in the form of a directive from the Pentagon to produce a Vietnam "unknown," which ironically helped unravel this whole mess.

How an Outlaw was nearly Interred in the Tomb of the Unknown Soldier

This part gets a little wild, so hold on tight. I'm still unsure if I totally understand how this happened, but this is what I know.

From 1967 until 1980, military casualty tracking systems failed to purge PVT McRae's profile after

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“his” 1967 burial. Theoretically, when someone was identified as McRae, “his” file should have been removed from the system. But it just sat there. (Maybe because on some level they knew he really was McRae?)

Fast forward to October 1972: South Vietnamese troops recovered unidentified remains (Unknown X-32) near An Loc. The evidence pointed to Air Force 1st Lt. Michael Joseph Blassie (a 24-year-old fighter pilot who was flying his 132nd combat mission in an A-37B Dragonfly when his aircraft was struck by intense ground fire and crashed near An Loc).

To figure out who X-32 belonged to, mortuary analysts queried the casualty database for any active, unresolved files in that general sector of Vietnam. Because PVT McRae’s profile remained active in 1967, the computer system flagged him for X-32 in 1972. That generated what investigators later called the duplicate “second” PVT William McRae profile.

Then in 1980, CILHI closed the “Believed To Be (BTB)Michael Blassie” file. Rigid military identification protocols forced the lab to strip a service member’s name whenever an anthropology estimate conflicted with medical records — regardless of the overwhelming evidence recovered at the crash (ID card, flight suit, and ejection seat harness). The anthropologist estimated the remains belonged to an individual between 5’11” and 6’1” tall, which was way different than Blassie’s records, which listed him at 5’6”. Consequently, military authorities revoked Blassie’s tentative identification and reclassified the physical remains as Unknown X-26 (later designated X-32).

Only during this 1980 audit did investigators manually verify PVT McRae’s 1967 burial records, realize the duplicate profile was a clerical error, and finally purge his name from the candidate list.

Then, in 1982, during the process to select remains of an unidentified service member for the Tomb of the Unknown Soldier, forensic investigators re-examined the mystery body in Hawaii. Modern analysis proved a startling fact:

(OVER)

DUPLICATE

V VIETNAM

Name	McRAE, William J. #1					
Age	23	Years	2	Months	18	Days
Died	9th	Day	August	Month	1967	Year
Cause	Killed in action - Vietnam					
Place of Death	Vietnam					
Placed in Tomb		Day		Month		Year
Interred	17 th	Day	August	Month	1967	Year
Lot	Grave D-1b (Also owns D-1a)					
Location	Pine Lawn	Proprietor		Marion O. Gnerre		8:30 A.M.
Removed	29 th	Day	October	Month	1982	Year
To	Fort Devens by Gaffey					
Remarks	Res.: 47 A Porter St., Somerville					
Undertaker	Wilwerth, Somerville					

The body sitting in Hawaii was actually PVT McRae — the soldier supposedly buried in Boston.

So, military officials exhumed the body interred in Boston (nicknamed “Boston Billy”), and the proper remains were then identified as PVT William J. McRae and laid to rest.

“Boston Billy” was transferred back to CILHI in Hawaii, and for another torturous 16 years — they remained unidentified. But that left a lingering question: Who had been buried in Boston for the past 15 years?

His Name was Finally Given Back

At long last, in February 1999 — nearly 32 years after UH-1D #66-01099 went down — Army forensic investigator Robert Maves examined emerging mitochondrial DNA testing. The lab matched bone fragments to DNA samples provided by the family of Jerry Lawrence Degnan.

In April 2001, the military officially confirmed the DNA match. In May of 2001, the remains of Jerry Degnan were finally brought home to Ohio, where he was at long last released to his brother, Ronald Degnan. Jerry’s remaining family held a private funeral to lay him to rest finally — and after 33 long years, the mystery was finally put to rest.

Postscripts

Lt. Col. Jack Bond (USAF, Ret.)

The Air Force pilot at the controls that day, Jack Bond, passed away near Dallas, TX, on 23 June 2023. Back in 1951, he joined the Air Force and

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eventually logged over 3,900 hours in the cockpit —mostly flying Northrop's F-89D Scorpion and the McDonnell RF-101C Voodoo. He recovered from his injuries and returned to flight status. Bond earned a Distinguished Flying Cross and nine Air Medals, as well as numerous meritorious awards. He retired in 1975. His older brother, Maj. Gen. Charles R. Bond Jr., served in World War II with the 1st American Volunteer Group — the illustrious Flying Tigers. These forces were recruited by the President and authorized to aid China against invading Japanese forces; the squadron engaged in its first battle less than two weeks after Pearl Harbor.

The Degnan Family

Jerry Degnan's family was finally able to bring their boy home. But decades of insensitive government handling compounded their grief. Military officials later admitted to administrative errors, yet that admission provided little comfort after years of profound mismanagement. Authorities finally notified the family of Jerry's identification through a cold, routine letter — versus an in-person delivery. Worse, the government shipped Degnan's remains from Hawaii to Cleveland in a crude plywood box, wrapping his bones in only a military blanket.

The Degnan family's painful ordeal with CILHI and military officials understandably left them feeling a deep sense of betrayal, which highlighted the numerous flaws in the treatment of civilian contractors killed in combat zones. Although, civilian employers typically covered transportation costs for fallen personnel. However, because Decca Navigator Systems closed years after Degnan's death, provisional measures were lacking to protect the family. This resulted in the government passing a \$700 transport bill directly to Degnan's grieving relatives for a shoddy delivery.

I believe that Jerry's brother Ronald (and his kids) are the only ones still alive to remember Jerry now. The Degnan family has headstones all together in Canfield, OH — So at last they can be together again in death.



USAF Lt Col Jack Bond through the years. Center: Jack Bond participated in the AF Veterans in Blue project on 24 July 2014, in Dallas. (Photo by SrA Hughes). Jack is holding a photo of his older brother, MAJ GEN Charles Rankin Bond. Both died at age 94.

PVT McRae's Family

The real PVT William Joseph McRae was eventually laid to rest in Oak Grove Cemetery in Medford, MA. His hometown was listed as Somerville, MA.

While the Degnan family's decades-long search for answers became a matter of public record, I was unable to find a public media footprint or press statement from PVT McRae's family regarding the initial 1967 misidentification or the subsequent 1982 exhumation. Any communication that took place between the Department of Defense and the McRae family over those intervening years remains unknown, leaving Ronald Degnan's account as the sole public record of how the mixup was resolved.

PVT McRae's mother, Margherita Rose (Bertolani) McRae, passed away in 1996. His father, William Edward McRae, Jr., died in 1969, without learning the truth about the tragic mixup with his son's

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remains. Joseph was also survived by his sister, Francesca.

Decca Navigator Systems (DNS)

Ground-based hyperbolic navigation systems played a big role in aviation because the Army installed a low-frequency radio navigation chain across the region. DNS had a long run (operating from 1944–2000) but was rendered obsolete by satellite technology, specifically GPS. Once GPS reached full capability with 24 satellites in the mid-1990s, governments stopped funding ground-based radio chains. The UK/European maritime authorities turned off the last Decca chains on 31 March 2000, bringing an end to a system that had guided everything from D-Day minesweepers to Vietnam-era Army aviators.

What happened to X-32?

By 1984, intense pressure from Congress and major veterans organizations forced President Reagan's administration to select a Vietnam veteran for the Tomb of the Unknown Soldier, even though advanced recovery and tracking technologies left the Central Identification Laboratory in Hawaii with virtually no unidentifiable remains. To satisfy the mandate, military officials audited regional loss records to certify Unknown X-32 as unresolvable — deliberately overruling internal lab analysts who knew crash site artifacts strongly pointed to Air Force 1st Lt. Michael Joseph Blassie — and

interred X-32 at Arlington National Cemetery on 28 May 1984. The remains rested in the Vietnam Crypt for 14 years until POW/MIA activist Ted Sampley uncovered documents linking X-32 to Blassie, prompting a bombshell January 1998 CBS News investigation and a formal petition from the Blassie family. In May 1998, Defense Secretary William Cohen ordered the exhumation of Unknown X-32, and subsequent mitochondrial DNA testing confirmed the remains belonged to Michael Blassie, finally bringing truth to the administrative cover-up.

(Note: The Vietnam Crypt at the Tomb of the Unknowns remains empty today.)

Final Resting Places of Outlaw 22

- **MAJ Charles R. Latta** (Aircraft Comdr / Pilot)
Burial: Memory Hill Cemetery, Dothan, AL
- **1LT George Frank Sodaitis** (Co-Pilot)
Burial: Old Saint Joseph's Catholic Cemetery, Frackville, PA
- **SP4 Gary Richard Kooman** (Crew Chief)
Burial: Mount Hope Cemetery, Rochester, NY
- **SP4 Gerald L. Hopper** (Door Gunner)
Willamette National Cemetery, Portland, OR

These men left a host of family and friends to mourn their passing and cherish their memories. Even though we are unable to imagine the depths of your experience as Gold Star family members, their memories live on through their incredible legacies.

Remembering All Outlaws

As an Outlaw who served years later in Iraq, reading through these reports was a sobering reminder of the chaos of war — and the sacred duty we have to bring everyone home. Although government missteps and egregious errors raised questions for the Degnan family, the ultimate truth prevailed: Jerry Degnan was a passenger on a flight with "Outlaw Aviation" who gave his life alongside our military crews. But I wonder if there are other mixups still buried in history.

As I reviewed each record, the broader mission became clear. Many of these fallen aviators still lacked a Find A Grave profile— a crucial anchor for

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Photos of "Outlaw 22" through the years. These are likely from the **newer** version of Outlaw 22, taken after the 1967 crash that destroyed #66-01099, and there may not be photos of the original aircraft. (Courtesy VLOA website).



family members attempting to piece together the facts of a loved one's sacrifice. In response, I began tracing family trees, writing biographical entries, and gathering photos. These heroes and their families deserve far better.

This work remains ongoing, but the investigation into the crash of Outlaw 22 and the lost records of McRae/Degnan revealed a story too important to leave untold.

The information compiled reflects the confirmed combat casualties of the 175th Assault Helicopter Company and its supporting elements verified thus far. Beyond our wartime losses, I did make a special point to add the first non-KIA Outlaw of whom I knew well — our B Troop crew chief —

SPC Matthew Thomas Myers (11 June 1984 – 16 April 2006) aka Outlaw 84.

Preserving this history requires a collective effort. If you served with the 175th, or if you can help verify, correct, or expand these records, please get in touch with me directly. Complete primary sources for this research will be available on lorigaff.com following newsletter publication.

I undertook this project with a grateful heart, hoping to create an enduring tribute that transcends time and space, while documenting the service and sacrifices, and honoring the legacy of those who have gone on before us and, hopefully, ensuring their stories and courage continue to inspire future generations.

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Most of all, we ensure that MAJ Latta, 1LT Sodaitis, SP4 Kooman, SP4 Hopper, PVT McRae, CIV Jerry Degnan, as well as the rest of our 175th heroes, are gathered together once more and remembered today and always.

Outlaws Ride Hard. Outlaws Remember.

Outlaw Virtual Cemetery

<https://www.findagrave.com/virtual-cemetery/2124480>

Personnel from the 62nd Assault Helicopter Company (N/A), A Co 502nd, and then 175th

Note: Some personnel have duplicate entries due to their names on the Vietnam Wall or other monuments.

— Hueys —

1965 (A/502nd)

[MAJ Jackie W. Sanford \[P\]](#)
[SP5 Michael P. Moritz \[CE\]](#)

1966 (A/502nd)

[CPT Neil G. Reuter \[AC\]](#)
[1LT Jerry A. Roberts \[P\]](#)
[SP4 William H. Mayhair \[G\]](#)

↓ 175th AHC ↓

[1LT Howard D. Ulmer Jr \[AC\]](#)
[CPT Richard A. Rosbeck \[P\]](#)

1967

[MAJ Charles R. Latta \[P\]](#)
[1LT George F. Sodaitis \[P\]](#)
[SP4 Gary R. Kooman \[CE\]](#)
[SP4 Gerald L. Hopper \[G\]](#)
[PVT William J. McRae](#)
[CIV Jerry Degnan](#)

[WO1 Gary L. Wesselman \[AC\]](#)
[WO1 Larry R. Reeves \[CP\]](#)
[SP4 Joseph L. Colotti \[C\]](#)

1968

[WO1 Robert J. Rosar \[AC\]](#)
[WO1 Francis B. Schmitt \[CP\]](#)
[SP4 William F. Julius III \[CE\]](#)
[SGT Raymond A. Hensley \[G\]](#)

[SP4 Fred K. M. Hatada \[C\]](#)
[PFC Charles A. Yeomans \[C\]](#)

[PFC John C. Harper \[G\]](#)

[1LT Dave W. Brant \[P\]](#)

1969

[SP4 Michael L. Biles \[CE\]](#)

[WO1 James D. Earnest \[P\]](#)
[CPT John P. Roe \[P\]](#)
[SP4 Robert L. Glasgow \[CE\]](#)
[SP4 Robert J. Whites \[G\]](#)
[LTC Martin R. Beck](#)
[SGT Francis M. Beverly](#)
[CPT Louis J. Geneseo](#)

[1LT Jeffrey L. Whynaught \[AC\]](#)
[SP5 John W. Price \[CE\]](#)
[SP4 Edgar G. McAdams \[G\]](#)

[WO1 James E. Ellingson \[AC\]](#)
[WO1 Kenneth W. Peters \[P\]](#)
[SP5 David Williams Jr \[CE\]](#)
[SP4 John R. Bartlett](#)

1970

[CW2 James K. Emch \[IP\]](#)

1971

[WO1 Robert M. Persinger* \[P\]](#)
**Died on 22APR71 of injuries.*

[SP4 Tommy H. Ivey \[G\]](#)

— Cobras —

1971

[CPT Charles H. Edwards Jr \[P\]](#)
[WO1 Barry A. Rhash \[P\]](#)

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