



Vernon Leslie Grose

JUN 27, 1928 - APR 14, 2025



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Vernon Leslie Grose passed away peacefully at age 96 on April 14, 2025—his 74th wedding anniversary—in Fredericksburg, Virginia. He is survived by Phyllis, his devoted wife of 74 years; their six children: Rhonda Dormaier (Randy), Loon Lake, WA; Brenda Tutmarc (Greg), Seattle, WA; Lynnnda Owens (Buddy), Mission Viejo, CA; Wesley Grose (Julie), Granada Hills, CA; Bradley Grose (Susan), Santa Clarita, CA; and Nanette Shotwell (Jim), Woodbridge, VA; along with 28 grandchildren, 24 great-grandchildren, and his brother Gerald F. Grose (Shirley), West Hills, CA.

Grose's life was a remarkable journey—marked by deep faith, conviction and intellect. A man of vision, he spent his life advancing science and truth, often bridging the two in bold, life-shaping ways. On his creative side, he was an accomplished musician and an avid photographer, capturing over 40,000 slides to preserve family life and the beauty of the world. Throughout his life, he was guided by what he called divine providence—a word his father introduced him to, the idea that God actively sustains and directs all things according to His wisdom and will, working all things for good.

Early Life & Musical Pursuit

Born on June 27, 1928, in Spokane, Washington, to Wesley and Pearl (Quantz) Grose, Vernon was the eldest of three children, followed by sister Lois and brother Gerald (Jerry). His father, a mechanic and “owner relations” manager for Camp Chevrolet dealership, and his mother, a telephone operator for Pacific Northwest Bell Telephone Company, both instilled in him a strong work ethic. Grose was deeply inspired by his father's service as a Sergeant Major and boxer in the Royal Canadian Army during World War I—an experience that influenced his own sense of duty and resilience.

In 1943, at the age of 15, Grose read *God Is My Co-pilot*, written by Flying Tiger Ace Colonel Robert L. Scott, which ignited his spiritual search. Three days after V-J Day, the end of WWII, on



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August 17, 1945, at the age of 17, he “ended my war with God by surrendering my life to Jesus Christ.” This pivotal moment sparked a radical change in him and a lifelong hunger for spiritual insight through God’s Word.

At Havermale Junior High in Spokane, in a similar life changing transitional period in those later teen years, Vernon showcased his musical talent by playing in several ensembles, including the full band. By the time he graduated from 9th grade, at 15 years old, he was asked by Principal R.H. Knaack to perform the only musical number at their graduation ceremony.

Grose’s trombone teacher, Mrs. Lotzenheizer, encouraged him to play the challenging solo “Thoughts of Love” by famed trombonist Arthur Pryor. Despite struggling with a migraine, Vernon played the piece from memory with his sister Lois accompanying him on piano. In high school, Vernon was selected as the sole trombonist for the newly organized Spokane Philharmonic. This experience reinforced his deep love for classical music.

Education and Military Service

He graduated in 1946 from North Central High School. In his senior year he served as Bandmaster of the 144-member band. It was the largest all-boys high school band in the Northwest. He received a music scholarship to Whitworth College, where he would major in physics and continued his musical pursuits on trombone. His graduation gift from his parents was a new trombone. Of course, none were available due to the need for precious metals during WWII. They ordered the top-of-the-line F.E. Olds trombone in a rose-gold lacquer finish. Spokane's first postwar F.E. Olds trombone arrived later that summer.

50 years after graduating (1997) —he was honored as an inaugural recipient of the North Central High School Distinguished Alumnus Award, alongside Spokane Mayor Jack Geraghty, U.S. Congressman George Nethercutt, WWII POW Jerry Sage (portrayed by Steve McQueen in *The Great Escape*), and musician Don Eagle, who performed with the USO and appeared in films alongside Bing Crosby, Edward G. Robinson, and Mickey Rooney.

In 1948, two years into college, as an option to being drafted into the Korean War he enlisted in the Washington Air National Guard (ANG). He quickly became the top recruiter for the 60th Fighter Wing, 116th P-51 Mustang Fighter Squadron. His successful efforts earned him a trip to the East-West football game in San Francisco in the squadron's C-47 transport.



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Grose's academic accomplishments were equally impressive. He earned a BS in Physics (cum laude) from Whitworth College graduating in 1950. He worked multiple jobs earning all expenses for his education by working nights at a gas station, door-to-door sales, delivering Christmas mail, and driving an auto parts delivery truck. He was inspired by 1938 U.S. Olympian Louis Zamperini, which was the reason he joined Whitworth's track team, where he earned letters in the 440-yard dash, the mile relay, and high jump. Regarding Whitworth College, in 2013 he was the recipient of Whitworth University's Distinguished Alumni Award.

Later in 1949, he met Billy Graham, the Vice President of Youth for Christ. In a circle of five, Grose led them in prayer before Graham's speaking engagement. This year was considered the turning point in Graham's ministry.

Following graduation in the summer of 1950, he was playing trombone in the multi-church Youth for Christ Band, where he spotted Phyllis Heine playing trumpet in the band. They had their first date on August 6, at the Desert Oasis restaurant in Spokane, and by August 24, they were "going steady." While Phyllis was across the state for a three-month required training for her RN certification, they exchanged letters daily. Upon the day of her return, Vernon proposed on December 23, under the full moon beside the glistening Spokane River, and they married four months later, on April 14, 1951, in front of 500 guests at First Assembly of God Church in Spokane.

That same year, with the Korean War in full swing, the 60th Fighter Wing was called to active duty. The newlyweds moved to Kelly Air Force Base in San Antonio, Texas. In 1952, they relocated to Olmstead AFB in Pennsylvania, where he was discharged from active duty military service. He then embarked on a cross-country road trip in their 1950 Nash "bed-in-a-car" heading back to Spokane, with a pregnant Phyllis at his side. The day they arrived in Spokane; they surprised their parents with the news of their pregnancy. Their first child, Rhonda Susan, was born the very next day, on August 7, 1952!

Professional Trajectory

Grose's early professional years (1952–1959) were spent at Boeing, where he worked on the BOMARC-A, the first supersonic ramjet long-range surface-to-air missile. His pioneering work in missile reliability and inertial guidance laid the foundation for many of his future successes.

By 1954, Grose had already begun developing methods to improve the BOMARC missile's reliability while serving as a 2nd Lieutenant in the U.S. Air Force Reserve. During this period, he



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witnessed a historic moment at Seattle's Sea Fair Gold Cup Hydroplane Races, where Boeing test pilot Alvin M. "Tex" Johnston barrel-rolled Boeing's prototype jetliner just 200 feet above Lake Washington. Vernon was inspired and later reflected, "As risky as it was—it sold the airplane to the world."

In 1955, Grose transferred to Boeing's Applied Physics Staff, continuing his work in aerospace. In 1957, during the U.S. vs Soviet Space Race, he attended his first technical symposium in Chicago, where he was approached by two Soviet rocket engineers. This encounter led to a near decade-long counterintelligence correspondence during which Grose fed false information to the Soviet Union. Grose said, "I met a Soviet electrical engineer with his shadow KGB agent. I corresponded with him for over 7 years with the FBI processing all our letters in both directions. This relationship ultimately led to an invitation from him to visit the Soviet Embassy in Washington, D.C., which I accepted under surveillance of the FBI."

In his personal life at this time, he was Chairman of the Board at Calvary Temple Church in Seattle. He was also asked to teach the "College & Career Class" studying systematic theology. This class began with 12 students and in 2-years it grew to over 90 students (largest weekly class in Assemblies of God denomination nationwide).

Space Pioneer, Global Visionary

In 1959, Grose—along with his growing family—moved to California and entered the epicenter of the space revolution. He joined Litton Industries in Beverly Hills as Director of Reliability. During a return flight from Washington, D.C., Grose—disheartened after an unsuccessful pitch to the Department of Defense—found himself seated next to Major General Robert E. Greer, Vice Commander of the Air Force Space Systems Division a predecessor organization to the Space Systems Command at Los Angeles AFB that exists today and is still represents the epitome of military space innovation. By the time they landed at LAX, Grose had secured Litton's first space contract: Project SPARR, another instance of providence at work. This marked the beginning of a decade of extraordinary professional growth.

By 1960, Grose had published a seminal paper that helped develop what is now known as Failure Mode and Effect Analysis (FMEA). His influence at Litton grew rapidly. In parallel, he was promoted to Captain in the USAF Reserve, assigned to technical intelligence at Norton Air Force Base in Riverside, CA and Los Angeles Air Force Base.



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At a joint military-industry symposium, Grose presented a pivotal paper titled *An Analytical Method for Concept Optimization and Reliability Planning in Space Systems* establishing his reputation for merging analytical modeling with reliability engineering — two disciplines critical to human spaceflight. He was also appointed to the Electronics Industries Association (EIA) Committee on Reliability.

In 1962, Vernon participated in the inaugural Apollo Guidance Conference at Rice Institute, Houston, TX, delving into discussions on inertial guidance systems—technology essential for navigating to the Moon. His earlier work on the BOMARC missile and its internal guidance system proved providential.

Throughout the mid-1960s, Grose worked closely with NASA headquarters, Rocketdyne, McDonnell Aircraft, Litton, Northrop, and Grumman to address the most complex challenges in mission reliability. He collaborated on theoretical models for the Saturn launch vehicle, analyzed descent engine performance for the Lunar Excursion Module (LEM), and investigated the reliability of Gemini's reentry control and orbit maneuvering systems.

At the request of NASA's Chief Engineer, Grose was summoned to review, the near-fatal incident involving Gemini VIII. He analyzed the rogue, un-commanded firing of the Orbit Attitude and Maneuvering System (OAMS) rocket, that forced an emergency abort, saving the lives of astronauts Neil Armstrong and David Scott.

Rocketdyne and Space Safety Leadership

Grose developed and submitted the Spacecraft Prelaunch Evaluation and Analysis Report (SPEAR) for Gemini III to NASA's top reliability directors. SPEAR questioned the predictability of system reliability, sparking national debate and earning praise from NASA leadership, particularly for his contributions to Gemini IV. The Gemini IV mission conducted the first American Extra Vehicular Activity (EVA), known popularly as a "space-walk".

His work on propulsion systems brought him into collaboration with the U.S. Army Missile Command and the Marshall Space Flight Center both located at Redstone Arsenal in Huntsville, AL, where he worked alongside pioneers like Konrad Dannenberg (former WWII German V-2 rocket engineer) and Horace Lowers (Chief Engineer, Missile Command, U.S. Army) to enhance rocket engine safety.



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In 1964, he briefed astronauts Wally Schirra (Mercury, Gemini & Apollo missions) and John Young (first to orbit the moon alone), collaborated closely with the Lunar Excursion Module (LEM) teams at Grumman, and chaired sessions at Princeton University.

From Litton to Northrop, Grose conducted a NASA delegation through the Northrop Parachute facility in El Paso, TX, and was present during the aerial drop of the Apollo Command Module — verifying Northrop’s 3-parachute Earth Landing System (ELS), a method still being used today on systems such as Boeing’s Starliner crew capsule.

He was also present to verify the test firing of the Apollo Launch Escape System (LES) at White Sands Missile Range in New Mexico, with astronaut Alan Shepard. The LES rockets fired, lifting the crew command module away from the rocket on the launch pad. This allowed the crew command module to gain enough altitude, deploying the 3-parachute Earth Landing System (ELS) and bringing the command module down safely.

By 1964, Grose was working at Rocketdyne in the West San Fernando Valley as Chief of Reliability for the Saturn F-1 Rocket Engine. The F-1, which generated 1.5 million pounds of thrust, became the essential rocket propulsion for all Apollo Moon missions. His influence spanned nearly every phase of the mission lifecycle — from conceptual analysis, risk modeling, to hands-on testing and field consultation.

Always pushing boundaries, Grose enrolled in graduate studies at USC, in 1965.

Systems Thinking and Academic Impact

In 1966, he was named Director of the National Aviation Show, where he presented awards to legendary aviation luminaries General Jimmy Doolittle, General Curtis LeMay, and aviatrix Jacqueline Cochran. At that event, he proudly introduced his father, Wesley, to General Doolittle —both born on December 14, 1896.

Following the conclusion of NASA’s Gemini program, Grose became Vice President of the Tustin Institute of Technology, where he was consulted teaching courses for NASA.

In 1967, he presented new research at Cape Canaveral on the Physiological Effects of Spacecraft Motion, highlighting astronaut vulnerability and later earned his M.S. in Systems Management from the University of Southern California. That year he taught a course for USC in Germany.



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With a love for travel and a curiosity to see the world, he traveled throughout Germany, England, France, Austria, and Luxembourg. He even crossed Checkpoint Charlie into East Berlin.

In 1968, Grose presented at the Fifth Space Congress in Cape Canaveral and, as a result, was invited to teach two additional USC graduate courses involving Space Technology and Management of Research, Development, Test, and Evaluation—at Torrejon Air Base near Madrid and Morón Air Base near Seville, Spain. That same year, the eight-member Grose family relocated to Madrid for a remarkable six-month adventure of a lifetime, exploring 17 countries and covering 15,000 miles in a 1967 VW microbus camper. One of the highlights of their journey was meeting astronaut Frank Borman in Spain following his Apollo 8 mission.

Grose was named an Associate Fellow of the American Institute of Aeronautics and Astronautics (AIAA) and began teaching USC's first graduate-level course in System Safety. By 1969, his expertise was in high demand. Wernher von Braun (the father of the U.S. Space Program) appointed Grose to NASA's select Safety Advisory Group and he also began consulting with the National Transportation Safety Board (NTSB).

Public Service and Science Advocacy

In the early 1970s, Vernon Grose stood at the intersection of science, education, and public service. He began teaching the first-ever continuing education course in system safety at The George Washington University, commuting from Los Angeles to Washington, D.C., nearly 100 times over the next 13 years. That same year, he addressed the inaugural Western Space Congress, where his integration of faith and science gained national attention — eliciting responses from astronauts, senators, members of the Cabinet, and was profiled in James C. Hetley's book *LIFTOFF: Astronauts and Space Scientists Speak Their Faith*.

In 1971, following a major earthquake in California, Grose expanded his public safety efforts—addressing transit system risks, chairing NASA education sessions. That same year, Grose—alongside entertainer Pat Boone and Lutheran pastor Harald Bredesen — publicly challenged KABC Television for content they believed harmful to society. Their bold intervention led to an ABC network apology and earned them equal airtime for a groundbreaking, ten-part miniseries on Faith and the Jesus Movement, concluding with a one hour primetime Emmy-nominated documentary “One Way,” which ultimately outperformed *Gunsmoke* in ratings with over 1 million viewership. Vernon and Phyllis were honored guests at the Emmy Awards.



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By 1972, Grose's systems expertise was recognized internationally. He was one of only four Americans invited to speak on accident research in Cologne, Germany. He played a pivotal role in revising California's science curriculum, advocating for the critical examination of Darwinian theory. His leadership earned appointments to the California State Board of Education, the Board of Southern California College, and an honorary Doctor of Science from the same institution.

Under Governor Ronald Reagan, he was appointed and served on two California State Boards, the California Council on Criminal Justice, and the California Crime Technological Research Foundation. Reagan's letter to Grose on December 1, 1972 stated "I have just been informed that the Senate has confirmed your qualifications for appointment as a member of the Board of Directors, California Crime Technological Research Foundation... Let me again thank you for accepting this responsibility. My very best wishes to you. – Governor Ronald Reagan"

National Recognition and Global Influence

In 1974, Grose was awarded NASA's prestigious Silver Snoopy Medal by astronaut Brig. General Tom Stafford (Veteran Gemini 6, Gemini 9, Apollo 10 and Apollo -Soyuz) for Grose's outstanding contributions to NASA's space exploration—an acknowledgment of his tireless dedication to both technical advancement and the well-being of astronauts. The medal was awarded only upon the recommendation of an astronaut for extraordinary contributions to human spaceflight safety and mission success.

Grose's work extended beyond national borders where he proposed Project HOPESTAR, a visionary global satellite network that would broadcast the Bible in multiple languages to reach millions worldwide. His faith-driven ambition would take him around the globe on an exploration mission set up by his daughter Rhonda (TWA reservationist), to meet with leaders in faith-based organizations and engaging in discussions about HOPESTAR from Hawaii; Japan; Taiwan; Hong Kong; Thailand; India; New Delhi; Tel Aviv; and Italy. Lastly, he concluded his global research by meeting with rocket pioneer Wernher von Braun to discuss the project's potential.

Grose's global perspective was further emphasized in his work with NASA, where he taught system safety at all eight NASA centers and consulted for various organizations around the world.

He also developed a meaningful friendship with Chuck Colson during the Watergate crisis, providing spiritual support throughout Colson's prison term. Grose invited astronaut Buzz Aldrin



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to speak at the inaugural Los Angeles Mayor's Prayer Breakfast. He had the thrill of picking Buzz up from his home in Hidden Hills, California, and spending hours discussing faith and the Moon landing. Aldrin showed Grose his actual 3x5 card with Psalm 8:3-4 written on it, which he read aloud to the world on the return trip from the Moon.

National Recognition and Influence

From 1978 through 1980, Grose's national impact continued to expand. He received government contracts to apply his SMART™ methodology in U.S. Coast Guard operations in the Western Arctic, consulted for major companies like Liberty Mutual and Warner-Lambert, and advised on systematic loss prevention strategies in industries ranging from healthcare to transportation. His reach extended even further, as he was frequently called upon to advise federal agencies, including FEMA, on preparedness for potential terrorist threats, particularly ahead of the 1984 Olympics.

In October 1983, President Ronald Reagan offering to place his name at the top of a list of 125 nominees for the National Transportation Safety Board (NTSB), appointed Grose to the National Transportation Safety Board (NTSB) during a congressional recess — a turning point in his public service career. At the NTSB, Grose participated in high-profile investigations of major aviation, maritime, grain elevator explosions and rail accidents, shaping national transportation policy.

<https://www.reaganlibrary.gov/archives/speech/nominations-appointments-october-27-1983>

He was also appointed by President Reagan to serve as a member of the National Highway Safety Advisory Committee.

<https://www.reaganlibrary.gov/archives/speech/appointment-vernon-l-grose-member-national-highway-safety-advisory-committee>

After his term his term with the NTSB ended in 1987, Grose remained deeply involved in federal science policy, providing invaluable counsel to NASA on space ventures and consulting for organizations such as the Environmental Protection Agency (EPA). He also developed tools like the "Risk Totem Pole" to help visualize and understand complex environmental risks, offering a pioneering approach to risk management. His expertise became especially sought after in the wake of major commercial airline crashes, where his investigative work helped shape policy changes that improved safety standards.

In 1988, Grose authored "Managing Risk: Systematic Loss Prevention for Executives," a best-seller acclaimed by academic and Department of Defense audiences alike. It became mandatory



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reading in graduate programs nationwide, solidifying his role as a trailblazing pioneer in safety and risk science. This work included his influential tool, the "Risk Totem Pole," provided a visual framework to prioritize and comprehend intricate risks. His subsequent work, "Science but Not Scientists," published in early 2006 with a foreword by Wernher von Braun, continued his commitment to distinguishing empirical science from ideological interpretation.

His commitment to integrating science, safety, and ethics in public life remained evident throughout his career. Grose served on the U.S. Department of Education's Expert Panel, advocating for critical thinking and balanced perspectives in science curricula. He was frequently called to testify before Congress on issues relating to science education, public policy, and national risk preparedness.

Final Years of Service & Legacy

Even in his final years, Vernon Grose continued to be sought after as an expert, particularly following high-profile aviation accidents making frequent media appearances on FOX, CNN, CBS and BBC international networks.

Grose delivered his final NASA address, the 2005 keynote address at NASA Marshall Space Flight Center on Annual Safety Day in Huntsville, AL.

He remained committed to publishing systems thinking, risk mitigation, and the future of human spaceflight—always standing at the intersection of faith, reason, and duty. His dedication to service, history, and his family was unwavering. His legacy remains deeply rooted in the lives of those he mentored and the many fields in which he made lasting contributions.

Throughout his life, beginning in 1943, Grose kept a daily journal—a meticulous chronicle that spanned 80 years of thought, observation, and reflection. He remained ever-focused on precision, whether it was calculating miles per gallon while filling his car with gas or mentoring others in the value of purpose and integrity.

The churches he and Phyllis attended included: First Assembly of God Church in Spokane; Calvary Temple Church in Seattle; First Assembly of God Church in Canoga Park; First Assembly of God Church in North Hollywood, CA; The Church on the Way in Van Nuys, CA; Church of the Apostles in Fairfax, VA, The Falls Church, in Falls Church, VA; Presbyterian Church, Alexandria, VA; and, most recently First Baptist Church of Woodbridge, VA. Throughout their 70 years of



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attending a variety of churches, they always served—teaching Sunday school classes, hosting home groups, serving on church councils, and exercising their faith by living out their convictions.

In his final years, Grose remained an active member of a men’s mentoring group that he had convened. It consisted of eight younger men from various churches who met regularly for fellowship, Bible study, and prayer. As a father figure, Grose maintained close contact with the group, up until the time of his passing.

A gift to Vernon and his family was having his brother Jerry’s family living just one mile away—on the same street, Gilmore Street, during their years in California. Every holiday, birthday, and special occasion were spent together with both families.

From music, military service to the Moon and back— from his early contributions to the Mercury, Gemini and Apollo missions to his role in advancing safety protocols for NASA and beyond, Grose’s legacy will inspire future generations of engineers, scientists, and visionaries in the quest of space exploration. Vernon’s deepest pride was in his family. He instilled in his children a shared love for God, country and service —qualities at the heart of his unwavering commitment to living a life of purpose, integrity, and truth.

In Memoriam

In 2024, Grose and Phyllis moved from Woodbridge, Virginia, to Fredericksburg, where he spent the final months of his earthly journey. Throughout his life, Grose was guided by the wisdom of scripture—particularly passages that reflect both the brevity of life and the eternal perspective that sustained him. The following scriptures, some of his favorites, capture the essence of his journey:

“The steps of a righteous man are ordered by the Lord.”
—Psalm 37:23

“I long to know Christ and the power shown by His resurrection; I long to share His sufferings, even to die as He died, so that I may somehow attain the resurrection from the dead. Not that I claim to have achieved all this, nor to have reached perfection already. But I keep going on, trying to grasp that purpose for which Christ Jesus grasped me. I do not consider myself to have grasped it fully even now. But I do concentrate on this: I forget all that lies behind me and with hands



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outstretched to whatever lies ahead, I go straight for the goal—my reward the honor of my high calling by God in Christ Jesus.”

—Philippians 3:10, 12–14

“I am afraid that I shall have to do some plain speaking to those of you who persist in reckoning that our activities are on the purely human level. The truth is that, although we lead normal human lives, the battle we are fighting is on the spiritual level. The very weapons we use are not human but powerful in God’s warfare for the destruction of the enemy’s strongholds. Our battle is to break down every deceptive argument and every imposing defense that men erect against the true knowledge of God. We fight to capture every thought until it acknowledges the authority of Christ.”

—2 Corinthians 10:2–5

“It is by grace that you are saved—through faith. This does not depend on anything you have achieved; it is the free gift of God, and because it is not earned, no one can boast about it. God has made us what we are, created in Christ Jesus to devote ourselves to the good deeds for which He has designed us.”

—Ephesians 2:8–10

A memorial service will be held from 9:00 AM - 12:00 PM Saturday, August 9, 2025 at First Baptist Church of Woodbridge, 13600 Minnieville Road, Woodbridge, VA 22193.



Events


Vernon Leslie Grose

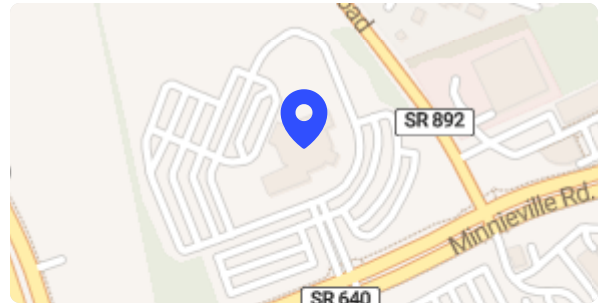
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Memorial Service

 **Saturday**, August 9, 2025

 9:00 AM - 12:00 PM ET

 **First Baptist Church of Woodbridge**
13600 Minnieville Road, Woodbridge VA 22193





Tribute Wall

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Mike Murphy posted:

Vern and Phyllis will always be dear to me. I met him around 1990, stayed in touch ever since, and our professional paths crossed significantly on several occasions, including a one year stint working for Vern in his Arlington office. When I joined Vern's firm, I was a "Responsible Agnostic" and used that period to come to terms with faith - a firm aye or nay. To his everlasting credit, Vern put no pressure on me, only opened doors and gave me opportunities to think things through, in a very deliberate, rational way. Had he and Phyllis not done so, I might still be an agnostic, and perhaps a smug one at that. Instead, aided by the generous example they both set, I found myself making the step from agnosticism to faith in 1996 and have remained that way ever since. Over the years, Vern and I have bumped heads professionally on occasion, but always reconciled through forgiveness - the cornerstone of faith and the fulcrum of the Lord's Prayer, a daily practice that has enriched my life in countless ways, all thanks to Vern and Phyllis. My deepest sympathies to Phyllis and the extended Grose family.

June 21 at 5:01 PM



Peter November 7 at 8:48 AM

I received Christ as my Savior in October, 1975 in Arlington, VA. A few weeks later, I was introduced to Dr Grose by a friend. He was staying in a motel in Washington, DC. I told him that I had received Christ a week earlier. He then came across the room and gave me a big bear hug, I'll always remember that.



Memories only last if you share them

Join us in honoring Vernon by contributing to a collection of shared memories.



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