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>
> Sincerely
>
> Verne Simon
> Catmann@pacbell.net

Subject:

Date: Mon, 12 Jul 1999 09:09:34 -0500

From: Steve Buss <sbuss@eaa.org>

To: "Catmann@pacbell.net" <Catmann@pacbell.net>

CC: Golda Cox <gcox@eaa.org>

Dear Mr. Simon,

Thank you for you comments on the Boy Scouts of America and the Young Eagles Program.

Since establishing the flying policy with the scouts in 1994, we have continued to lobby for the use of "experimental" aircraft. Despite our best efforts, the BSA Legal Counsel and insurance carriers have not changed their policy.

It is unfortunate, but we feel it is better to be able fly the scouts in "production" aircraft, rather than have to exclude them completely. Keep in mind, this restriction is only in place for official scouting-sponsored events. Boys who may be scouts, but not participating in a scout activity that day, may fly in any aircraft that meets the guidelines of the Young Eagles Program.

We will continue to work with BSA to strengthen our relationship and hopefully gain the ability to use all types of aircraft.

Thank you again for your thoughts. We appreciate hearing from our members.

Blue Sky,
Steve Buss
Executive Director
Young Eagles

From: Verne and Linda Simon
Reply To: Catmann@pacbell.net
Sent: Saturday, July 10, 1999 12:03 PM
To: editorial@eaa.org
Subject: Boy Scouts of America

Dear EAA:

I recently learned that the Boy Scouts of America are only permitted to fly in production aircraft with conventional certification. Presumably this is due to the bias of certain people within that organization. Accordingly, when a Young Eagles event is scheduled the "uniforms" can

Subject: [Fwd:]

Date: Mon, 12 Jul 1999 15:31:29 -0700

From: Verne and Linda Simon <Catmann@pacbell.net>

Organization: Pacific Bell Internet Services

To: "David \"Beagle\" Orr" <canardfinder@att.net>

Dear Beagle:

See attached
Catman

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