

winch drivers, that I had had a lot to do with the fact that their new club house looked as it did and that I never shirked a job no matter how difficult or dirty a one it might be. He emphasized the fact that I had made my five hour flight on the first try and the cross-country on the third, and, more important, that I was one of the very few who had gotten their Silver C on a three-corner flight. I began to get the idea that all the blisters and broken nails I had acquired were for nothing—all I ever had to do was prove I could fly. He summed up by saying that I had proven that a woman can hold her own in a man's world. I almost interrupted him at that point to say that I thought I had proven the same point some twelve years ago but I let it pass, realizing that it's a point which will never be proven.

We used to take the children on long motor trips and picnics but now we take them to Boberg. We used to give formal dinner parties and we attended the Opera regularly but we haven't even seen a movie in a year and a half. We spend our evenings discussing flying techniques or working on new gliders at the work-shop.

Instead of the trip to Italy and Spain which we had planned long ago, we are leaving next week for France and instead of bathing suits we will pile the car high with winter flying equipment. We hope to fly in the Mistral which is a northwest wind blowing against the Alps, forming a standing wave. This causes lift in which a pilot can reach 25,000 to 27,000 feet.

We know our long neglected non-flying friends are shaking their heads over the crazy Campbells. At first they felt sorry for Clyde because of his wife's obsession and now they feel sorry for him because he has it too. What they don't know is that we are living every moment of our lives to the hilt. There is no limit to our goal. There is so much to be learned about thermal flying and the books don't supply the answers because they are yet to be discovered. If people could only understand that we don't miss the formal dinners because we are so happy with our beefsteak and butterfies.

PRESIDENT'S BIOGRAPHY

The newly elected president of SSA, Dr. Harner Selvidge, first learned to fly in his home town of Columbia, Missouri, in 1927 in an OX5 powered Waco-9. His first glider ride came in the late twenties also — a flight from an auto tow across the airport at an altitude of ten feet in a Waco Primary.

School took most of his time and money during the thirties, and he did very little flying. He holds BS and MS degrees in Electrical Engineering from MIT and SM and SD degrees from Harvard in Communications Engineering. He taught Electrical Engineering at Kansas State College and MIT, and Physics and Communications Engineering at Harvard.



His industrial experience includes one year with the Bell System as a student engineer at Western Electric Company and Bell Laboratories, one year as Assistant to the Director of Engineering at the Yankee Network in Boston, one year as a Consultant Engineer to the Taylor Tube Company of Chicago, three years as Research Director of the American Phenolic Company, three years as Research Director of the Fournier Institute of Lemont (Illinois). For the last 13 years he has been with the Bendix Aviation Corporation as Director of Special Products Development and more recently as Staff Engineer.

During the war he worked on the proximity fuse and guided missile programs at the Applied Physics Laboratory of the Johns Hopkins University, for which work he received the Naval Ordnance Develop-

ment Award from the Navy.

In 1944 he started actively flying again and in 1954 joined the Vultures soaring group in Detroit. He earned his FAI C badge the summer of 1955, Silver C in the fall of that year, and completed his Gold C in August, 1957, at El Mirage. He earned one Diamond by a goal flight to Dry Lake, Nevada, from El Mirage on July 5th, 1957. (See January-February, 1958, SOARING.) His ship was his own Schweizer-built prototype metal wing 1-26 equipped with radio, oxygen, and loads of Bendix instruments. In it he placed 16th in the 1958 Nationals at Bishop. He and Lt. Cdr. Ted Sharp, SSA Treasurer and his next door neighbor, jointly own a new Schweizer 2-22C.

Doc holds a Commercial Pilot Certificate, with ratings for Glider and Single Engine Land and Sea and a Glider Flight Instructor rating and has more than 800 hours total flying time. He received his glider rating the same week he finished the USAF Senior Officers Jet Instrument Indoctrination Course at Moody AFB, to which he somehow managed to wheedle his way into, although a civilian. Doc thinks flying jets is next best to soaring!

He is a member of seven professional societies ranging from the American Physical Society to the American Rocket Society. He was recently elected a Fellow of the Institute of Radio Engineers for his contributions to military electronics. He holds four issued patents and has published some 18 papers on a wide variety of electronic subjects. He has also presented technical papers at some 40 meetings of technical and professional societies.

In addition to his hobby of soaring, Doc is interested in amateur radio work and has had an operator's license continuously since 1925. His current call is K6CPC, but his other interests don't permit him to be active. In the fall, he officiates college and high-school football games, which puts a crimp in his soaring during that time of the year as does his skiing in the winter.

In the Selvidge family, Judy, 19, soloed and got her C Award this last fall at El Mirage. Mrs. Eloise Selvidge expects to solo this year. The other three children have had various amounts of dual in the 2-22C. He hopes to get them all soloed out eventually, and to finish off his other two diamonds in his 1-26.