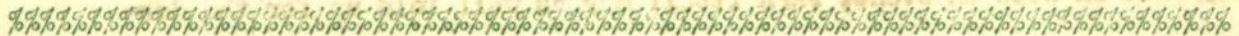


Inspiration

Winter 1942

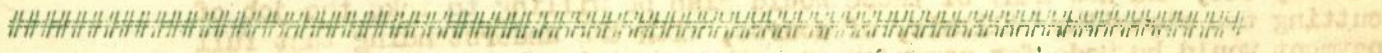
VOLUME ONE FAPA NUMBER FOUR



At the time this is being written, the writer's address is;

Corporal Lynn Bridges
873rd Chemical Co.
Herbert Smart Airport
Macon, Georgia

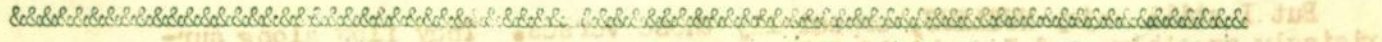
Just what that address will be by the time this mailing appears is a deep mystery.



I'm taking advantage of an all too short furlough to write this, and have hopes of this issue of INSP making the mailing, something which the last issue failed to do. Oh yes, there was a #3 INSPIRATION, only nobody except myself ever saw it. That should make it quite a collectors item, since even I don't know where the one and only copy of it is. I had about a page and a half written, when the army decided that I'd spent enough time in one place. Then, for a period of about two months I never had the same address for over a week, and just didn't bother trying to keep up with fandom.

Now I've had the same location for a month, so maybe I can get back into fandom once more.

Needless to say, I'm composing directly onto the stencil, a process which seems to work as well as any other. One serious handicap, tho, is the lack of any correction fluid, an item which I usually use in copious quantities. Of course I can still correct those one letter errors by pressing the stencil fibers together, but what can I do about those full line mistakes which are certain to come along before I finish these few pages?



As it has in so many places, the war has cut quite a hole into Detroit fandom. Rudy Sayn, one of fandoms best artists, is in the army. Dick Kuhn is probably even busier than Rudy and myself. He's going to medical college, working in his spare time, and taking a certain amount of military training as a member of the Enlisted Reserve Corps. That undoubtedly means that ECLIPSE is suspended for the duration. I only hope Dick can still find time to mimeo this FAPA mag for Don and myself.

This issue seems to be pretty well set. I'm going to take care of this half of the mag while I'm home, and Dick assured me that he'll be able to do DBT's part of it. But how future INSPs are going to be mimeoed is a question I can't answer.

as appearance goes, NOVA is just about the best thing that has been presented so far in fandom. But appearance isn't everything. NOVA's material is also good, and there is little to find fault with there. My own complaint with NOVA has to do with it's haphazard appearance and distribution.

This isn't completely the editors fault. Like everyone else these days, they are quite busy people indeed. But still I can't help wondering what NOVA were like if its resources could be combined with the time and ability of some of the other fanzine editors. That, I suspect, is what a lot of others are wondering and what is really in back of these comments against NOVA.

((((((()))))))))

My travels in the army haven't so far led to a meeting with another fan, but I've come close. Not long ago, for instance, I arrived one night at a certain Air Base deep in the wilds of Georgia. The next day, before I had a chance to meet him, Lt. Donn Brazier was sent from that same Air Base to a new station in Mississippi. I doubt if I come any closer to meeting another fan than that for a while.

Since it happened long enough ago so that it's no longer a military secret, another tale of a near fan meeting can be disclosed. Most of my company was sent, several months ago, to that hotbed of Southern Fandom, Columbia, South Carolina. As luck would have it, I was among the handful who stayed behind.

But I haven't given up hope yet. Who knows, when we march into the streets of Tokyo I may find another fan, and there among the ruins of the palace of ex-emperor Hirohito we can discuss fandom to our hearts content.

Yegodsnowthey'vegotnodoingsoneofthisaccursed&%.@inter-lineationstuff)(*#:/&l

I, who used to be one of that small group who read all the pros, must now make a heartrending confession. I rarely read any of the pros -- except of course ASTOUNDING, and strangely UNKNOWN. I, who used to abhor fantasy, now make a fantasy mag one of the two pros I still read.

And, since copies of pros are now discarded as soon as they are read, and therefore are in no position to be referred to, for the first time a Bridges fanzine appears without even one comment on any particular story!

I haven't lost interest, it's just due to a lack of time. Before I finish one ASTOUNDING, another one is on the stands. So there's no need to buy other mags since I don't get a chance to read them anyhow. Occasionally, I do buy one of the other proazines, but I haven't yet gotten a chance to read one of them.

The Campbell editorial of a month or so ago concerning the possibilities of jet power for airplanes is somewhat out of date. According to an article in one of the popular aviation monthlies, the Italians, of all people, have achieved an airplane capable of taking off and flying on jet propulsion alone! Flying on jet propulsion is nothing new, the Italians have done it before. The incredible part is being able to take off without the aid of a propeller or similar device.

At low speeds jet propulsion (taking in air, heating it, and then expelling it to furnish power) is admittedly inferior to an ordinary motor in effie-

Most interesting item in the last mailing was YHOS and the first letter or article or whatever it was in that fanzine. It tops everything else I've ever seen in FAPA so far as offering possibilities for discussion is concerned. I suspect that it will lead to a long and bloody controversy, and one in which I may as well join.

There are quite a few parts of the article with which I must agree. But, idealist that I am, I must take exception to that main statement that "war is valuable in this immature state of our civilization." It's always seemed to me that something else could just as well be substituted for war. Our own country's favorite pastime of figuring out means of saving time, doing things just a little faster and better, offers a partial solution.

Trouble is, without war there just doesn't seem to be the incentive for progress that there is during times of stress. War does seem to be valuable in fostering invention, but I feel that some other incentive could be substituted for armed conflict. There is no doubt but that war and mechanical progress go hand in hand to a certain extent. During peace-time for example, air lines for the most part are more interested in profits than in advancement. Advancement, too, is more apt to take the lines of comfort and dependability. During war, all that is changed. The army and navy want performance and they want it now -- and they get it.

But there is no reason in the world why such progress couldn't just as well take place during time of peace. Instead of the necessity of war, incentive could be furnished by the profit motive -- which remains one of the best motives in the world for accomplishing things, communists and other radicals to the contrary. We have something approaching that system already, and all that's needed is an expansion of it. Athletes will strive to win for several reasons -- for the thrill of accomplishment, for the applause of the audience, to prove themselves superior to the opposition, whether it be an individual or a team. Inventors and technicians, if their work was brought into the limelight, could do things for much the same reasons.

Why this system hasn't worked any too well, so far, is I suppose because man is still essentially something pretty close to the wild animal. Physical accomplishments still rate highly, other accomplishments do not. The crew of an airplane, even during peacetime, which sets a new record or flies to a new place makes the headlines; the designers and builders of the plane do not.

I think that the human race has developed far enough now for such a system of race survival and improvement to work. If I'm wrong, then the writer of the YHOS article is right and war is necessary to keep only the strong and survived type cultures of humanity alive and flourishing. If I'm right, wars aren't necessary; and the strongest and most capable cultures will stay on top because of superior rate of advancement.

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Spoeer (at least I think it was Spoeer) once asked how I figured that I got 6½ lines to an inch, when everyone knows that all typewriters have the same line spacing whether they're picnic or elite type. It's done by an involved process of reasoning requiring the use of a ruler. Some elite typers do have the standard 6 lines to an inch, but mine happens to have 6½. And, I'm quite certain, I have seen typewriters with 6¼ lines to each inch.

Better check your typewriters, fans, you may be doing more writing than you think!



