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Aeronautica

B

Volume 67, Issue 4

October 3, 1990

Advanced C-130 lands in 1200 feet

by Hoyt E. Brown
 Aeronautica Editor

Lockheed Aeronautical Systems Company (LASC), in recent flight testing, successfully demonstrated full-STOL landing performance with its High Technology Test Bed (HTTB) aircraft. The HTTB is a transport category flying category which, during its development, set two "Time-to-Climb" world records, STOL (Short Take-off and Landing) operations are not common for an aircraft of the HTTB's size.

"The landings were made on a six degree glide slope at 80 knots airspeed and with a gross weight of 130,000 pounds," said Frank Hadden, chief test pilot for Lockheed. Hadden added, "Once we intercepted the glide slope, the aircraft was easily controlled, right down to the touchdown."

According to Gordon McHan, HTTB test director for LASC, the STOL tests were conducted over a four day period at Dobbins Air Force base in Marietta.

The aircraft, a highly modified C-130 derivative, utilized double slotted flaps, direct lift control spoilers, fully powered extended chord controls and a digital flight control system.

"We were looking to land a 130,000 pound airplane over a 50 foot obstacle within an air distance of 600 feet between the obstacle and

touchdown. These tests successfully accomplished that goal," said McHan.

Lockheed began the HTTB program in 1984 after taking an L-100-20, stretched commercial version of the military C-130, and extensively modifying it for testing.

The modification included the addition of several devices and design changes for improving low speed controllability and increasing lift.

The HTTB also was retrofitted with more powerful engines and propellers.

Flight evaluations conducted in 1984 established the airplane's baseline performance and flying qualities. The HTTB

Lockheed began the HTTB program in 1984 after taking an L-100-20 and extensively modifying it for testing.



Lockheed photo

Shorty...

The High Technology Test Bed (HTTB), a highly modified C-130 derivative, utilized double slotted flaps, direct lift control spoilers, fully powered extended chord controls and a digital flight control system to land within 1,200 feet.

has since undergone several "lay up" periods during which flight was suspended in order to make modifications prior to additional testing.

The flying laboratory entered the STOL testing phase in the later part of 1989 following a "lay up" period dedi-

cated to preparing it for STOL testing. The HTTB is capable of a full stop landing within 1,200 feet. Approach speed for this transport category aircraft was only 80 knots or 92 miles per hour.

The HTTB is a Lockheed-funded program for developing future tactical transport technology.

According to John Hilgenberg, an Aeronautical Science Assistant Professor and Air Force C-130A veteran, the demonstrated ability of the HTTB represented enhanced capability and ex-

ceptional performance gains over the early model C-130 he flew for three years.

The C-130A flown by Professor Hilgenberg was limited to a much lower landing weight than the HTTB because of landing gear strength limitations, but still could land in 2000 feet.

He also stated that, "The gains made by the HTTB represent significant improvements in aeronautical technology from other aircraft projects, then carefully applied to a transport aircraft."

Satellite data-link is reality

by Hoyt E. Brown
 Aeronautica Editor

SATCOM 900, the world's first ARINC-741-standard satellite communications system for commercial aircraft, received certification on September 21, 1990 aboard a Boeing 747-400 aircraft. The system was developed and produced by the Collins Air Transport Division of Rockwell International Corporation. SATCOM-900 provides global communications, unhindered by line-of-sight or atmospheric considerations.

It has been specifically designed for long-range flight where environmental problems may interfere with continuous communication.

The Collins SATCOM-900 system consists of three Line Replaceable Units: the Satellite Data Unit, High Power Amplifier and Radio Frequency Unit. Total system weight is 46 pounds. Collins has received orders from seven major airlines and the Federal Aviation Administration.

The airlines, which will begin to receive units later this month, are: Cathay Pacific, Qantas, Japan Airlines, Northwest, United, Air Canada and Canadian Airlines International.

AOPA's Baker calls tax "outrageous"

AOPA press release - The possible imposition of a 10-percent "luxury" tax on small aircraft would be irresponsible and potentially crippling to the aviation industry, Aircraft Owners and Pilots Association President John L. Baker said recently. "A tax on small aircraft could be the final death blow to an industry that is already in serious jeopardy," said Baker, referring to the dramatic drop-off in new aircraft sales over the past decade. "Furthermore, if the tax is limited to aircraft under 5,000 pounds, the revenue raised would be lost in the noise level and essential aviation services would be severely impacted."

Baker said that flight schools and universities, agricultural operators, and the businessman operating a small aircraft will be the hardest hit. "I hardly see how a paltry \$8 million in revenue justifies

crippling essential flight training, especially given the predicted pilot shortage," said Baker. "It is unconscionable that our government would call flight training, the seeding and protection of our crops, and the conduct of commerce a "luxury."

According to Baker, Capitol Hill budget negotiators are considering a 10-percent "luxury" tax on aircraft weighing less than 5,000 pounds, which includes most of the single- and light twin-engine fleet of aircraft, or the majority of the U.S. aircraft fleet. AOPA estimates that the projected sales of these aircraft in 1990 will only generate eight million dollars in tax revenue. "It will cost the government at least that much just to collect it," said Baker.

"If the government is really serious about raising revenue, they should tax the larger and turbine-

powered aircraft. Our estimates show that a tax on aircraft weighing more than 5000 pounds would generate more than \$207 million in 1990. AOPA is outraged that the large aircraft manufacturers have sold out and offered up the small manufacturers and aircraft users as the sacrificial lamb."

"If this irresponsible proposal goes forward, it won't go unanswered," said AOPA's Baker. "I am offended that the government would even consider imposing a 10 percent tax on small aircraft, thereby jeopardizing essential and vital aviation services."

I am further offended by the large aircraft manufacturers, who have sold out the rest of the aviation industry, despite the fact that they are the 'fat cats' who could actually contribute to the government coffers via a luxury tax."



By photo

Taxing...

General aviation is expected to be hit with higher taxes. The AOPA stands staunchly against such measures, however.

Quicksilver ultralight doing a big job for NASA in Oregon



Communication Research Inc. photo

Quick OTTER...

"OTTER" (Oregon Transect Terrestrial Ecosystem Research) project is utilizing the Quicksilver MXL-1 ultralight aircraft and a converted U-2, a DC-8, a C-130, and orbiting EOS satellites.

by Dan Moughamian
 Aeronautica Writer

What does a Quicksilver MXL-1 ultralight aircraft have in common with a converted U-2, a DC-8, a C-130, and orbiting EOS satellites? They are all involved in a NASA ecological project called "OTTER" (Oregon Transect Terrestrial Ecosystem Research) in Oregon.

The four aircraft are involved in gathering data. While they all produce similar results, the expense of operating the MXL-1 ultralight, with a cost-conscious NASA, is significantly different from the other three. Oregon State University's ultralight runs for about \$10 an hour; a C-130 is on the order of \$9,000 an hour. In some cases, the Quicksilver ultralight out-performs the more sophisticated aircraft. Richard McCreight, 41, a scientist and the pilot of the Quicksilver MXL-1, reports that the ultralight aircraft is now being used extensively. Originally, there were no such plans.

When asked about reaction to his proposing the ultralight aircraft for the project, McCreight said, "Well, nobody really laughed me out of the room, but some people thought I was crazy. No one's laughing now because the results have spoken for themselves."

"With this (ultralight) aircraft we have found the data to be of such quality that it has become and will remain part of the planned activities," McCreight continued. "It allows us to simulate some of the coverage of the higher-altitude aircraft in some cases. We can run it out to a site, fly an area, and get basically the same type of data we would look at from the ER-2 (converted U-2 'spy plane') or the C-130 without some of the interference from the at-

mosphere or without some of the associated costs. We can fly it out of clearings of 100 feet and look at areas from altitudes of 300 feet to 10,000 feet, at speeds as low as 25 miles per hour. That kind of versatility is very useful."

NASA is considering the purchase of a small fleet of the new Quicksilver GT-500's for global deployment and use in future phases of the project.

About 30 scientists from NASA, Oregon State University, and several other universities from around the United States and Canada are in Oregon doing the main field work for the \$1.5 million "remote sensing" project.

The project involves sites over a wide area of Oregon, from the Pacific Ocean to the high desert.

All of the work done in connection with "OTTER" is part of a much larger project. Scientists are testing and perfecting data evaluation techniques as well as sophisticated instruments that are to play a key role in the \$1 billion multinational 1990's project called "Earth Observing System."

Principal investigators on the Oregon project are David Peterson of NASA and Richard Waring, professor of forest science at Oregon State. Waring has stated that the knowledge gained from the OTTER project could eventually give the world's scientists a "big view" of the planet's biological health. Such in the face of global climate changes techniques will be of growing importance in the face of global climate changes, that will affect forests, agriculture, weather patterns, and other aspects of the planet's life. The type of remote sensing technology being developed in the OTTER project may serve as an "early warning system" of changing ecological conditions or problems, according to Waring.

The project involves sites over a wide area of Oregon, from the Pacific Ocean to the high desert.

Trophies awarded to aerobatic champions

by Hoyt E. Brown
 Aeronautica Editor

The 1990 International Aerobatic Championships have produced first place winners in four skill levels: Unlimited, Advanced, Intermediate and Sportsman at Fond du Lac, Wisconsin.

Richard Masseege, of Albuquerque, took first in the unlimited category. He was flying a new Rebel monoplane.

His final score was 11,355 points. Second place went to Earle Andrews, who tallied 11,350 points. Masseege

also won the four-minute freestyle, which is treated as a separate competition for unlimited pilots.

Tom Adams continued his winning streak. He has been first in Advanced for two years at Fond du Lac and for two years at the U.S. National Aerobatic Championships. Adams, a resident of Springfield, Tennessee, competes in a Pitts S-1S.

Bill Pinagin flew his Pitts S-1T in

from Annapolis, Maryland, and went home with the first place trophy for the Intermediate level.

In Sportsman, Larry Warren, of Olympia Fields, Illinois, captured the laurels in his two-place Pitts S-2A.

Paul Ordini of New Jersey became the first pilot to compete in Fond du Lac in a Rans S-9. The Sportsman category also saw a stock J-3 Cub and a HiperBipe.

Altogether, 50 pilots gathered for

the opening day parade.

"It was a small, but smooth and enjoyable contest," said Steve Morris, who became the new president of the International Aerobatic Club during the contest.

Morris, who also directed the competition, said he expected to make some changes at future Fond du Lac contests to increase participation and broaden the appeal of the event.

The next major event for IAC is the U.S. National Championships at Denison, Texas, September 22-28.



Communication Research Inc. photo

Champ aerobat...

1990 International Aerobatic Championships at Fond du Lac, Wisconsin.

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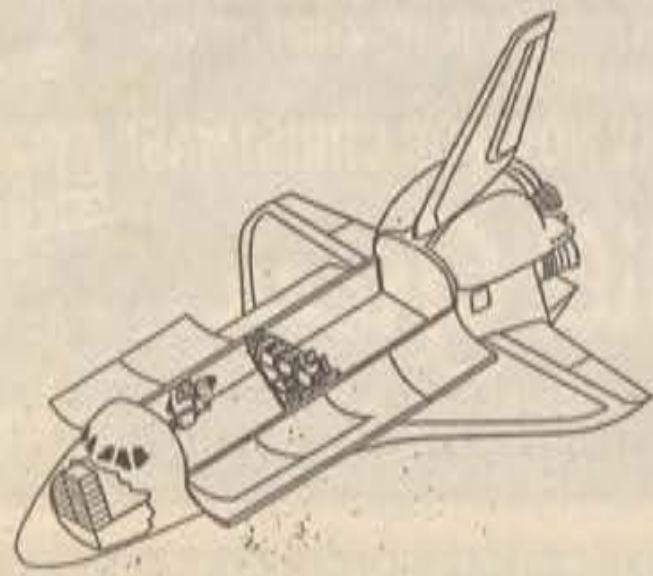
Delta rocket is successfully launched... A Delta II rocket, possibly carrying a NAVSTAR GPS satellite, was successfully launched yesterday around 6:00 p.m. This was the ninth launch of a Delta II rocket. The NAVSTAR satellite is used by the military for Global Positioning of troops.

Aviation problems jointly addressed... The Federal Aviation Administration and NASA have signed a memorandum of understanding under which they will jointly seek solutions to problems of mutual concern in aviation. The effort will focus on technology to further reduce noise, better understanding of noise effects and development of noise reduction standards for newly designed aircraft.

Strategic Defense Initiative subsystem explored... McDonnell Douglas Space System Co. has recently announced that the Space Data Division of Orbital Sciences Corp. has been selected for further negotiations to develop an affordable booster subsystem for the Ground-Based Surveillance and Tracking System (GSTS) program. McDonnell Douglas is conducting the GSTS Technology Validation Experiment for the U.S. Army Strategic Defense Command in Huntsville, Ala. The program, sponsored by the Strategic Defense Initiative Organization (SDIO) will resolve issues associated with midcourse surveillance, track and discrimination. The GSTS is part of the first phase of the Strategic Defense Initiative Organization.

Gamma Ray Observatory readied for launch... The Gamma Ray Observatory, is scheduled to be launched aboard the Space Shuttle *Atlantis* in late November. The observatory will be gathering gamma ray data generated since the beginning of time, approximately 15 billion years ago. It will help scientists learn more about the origin and the universe itself. The observatory will be deployed in an orbit approximately 279 miles above the Earth. The Gamma Ray Observatory, 17 tons, will be the heaviest payload ever deployed by the space shuttle. The Gamma Ray Observatory is one of the many observatories and spacecrafts designed for the 1990s.

Atlantis rolls over to the VAB... The Space Shuttle *Atlantis* rolled over from the Orbiter Processing Facility (OPF) to the Vehicle Assembly Building (VAB) Tuesday night. *Atlantis* will be carrying the Gamma Ray Observatory on this mission. The launch of *Atlantis* should occur sometime in late November. The Space Shuttle *Atlantis* as well as the Space Shuttle *Columbia* have been plagued by fuel leak problems. The launch should occur in November providing the fuel leaks have been fixed. NASA has assembled a team of experts to find and fix the problem with the fuel leaks.



Magellan takes remarkable pictures of Venus

by Marianne Michaels
Space Technology Editor

On September 15, 1990, the *Magellan* spacecraft took a series of photographs of the planet Venus. The pictures are 10 to 100 times as detailed as previous pictures taken by American and Soviet spacecraft.

The photographs show wind blown dust

deposits, a river of lava that is 200 miles long and a crater the size of Los Angeles.

The surface of Venus seems to have been bombarded by meteorites despite Venus' thick atmosphere. The pictures relayed by *Magellan*, feature many active volcanoes.

Several craters, some 20 to 50 miles wide, are unusually deep.



Intriguing...

Magellan took this picture showing an area of Venus with three meteorite impact craters, one of them is 30 miles wide.

An atmosphere thought to be too dense, five times as dense as Earth's, seemed to show signs of streaks of dust deposited by wind. This came as a surprise to scientists, who once thought that the atmosphere, which is so thick, would not cause much wind erosion.

There were no signs of liquid water considering that the surface is 800 degrees Fahrenheit (which by the way could melt lead).

Also found in the pictures were volcanic

domes, which resemble an upside-down bowl, reveals evidence of mountains rising and collapsing.

The most incredible picture taken by *Magellan*, is a mosaic, or a combination of several individual pictures, which shows an area of Venus which has been called "the crater farm".

The surface of Venus seems to have been bombarded by meteorites despite Venus' thick atmosphere.

The area consists of three large meteorite impact craters, one crater 30 miles wide, covers an area the size of Wyoming.

The spacecraft was delayed two weeks into its mission, when engineers temporarily lost radio contact with the spacecraft twice in August.

The cause of the problems is still not known. Engineers believe that the problems was caused by static in the wiring linking the spacecrafts computers.

Engineers at the Jet Propulsion Laboratory have modified computer instructions in order to prevent further serious interruptions and safeguard the spacecraft.

The spacecraft, only 10 days into its 243-day mission, will continue to provide scientists with remarkable images.

Discovery prepares to launch the Ulysses spacecraft

by Marianne Michaels
Space Technology Editor

The *Ulysses* spacecraft is set to be launched on Saturday, October 6 at 7:35 a.m. aboard the Space Shuttle *Discovery*.

Ulysses will be an international project to study the poles of the Sun. The spacecraft will also study the interstellar space above and below the poles.

Three major topics in solar physics that the *Ulysses* project will study are the Sun, the solar wind and interstellar space.

The polar regions, an area never before studied by spacecraft, will be a major area of concentration of the *Ulysses* spacecraft.

The *Ulysses* project, named after the Greek adventurer in Homer's epic poem, was originally called the International Solar Polar Mission (ISPM).

The scientific data that will be obtained from *Ulysses* will provide scientists with valuable information concerning the Sun and outer space. The Sun's magnetic and electric fields have strong influence on inter-

planetary space in the polar regions and is one of the reasons why previous spacecrafts have studied the Sun in or near the ecliptic plane.

Scientists expect to see strange phenomena in the polar regions because of the shape and structure of the Sun's magnetic field. The instruments on the *Ulysses* spacecraft will also examine other phenomena from the Milky Way galaxy.

Little is known about the matter that reaches the solar system from nearby stars. This is because when matter enters the solar system, it is influenced by the Sun's magnetic field and the particles that emanate from the Sun.

The *Ulysses* spacecraft can not be launched directly toward the Sun, therefore, it will have to be sent to Jupiter on top of a two-stage Inertial Upper Stage and a PAM-S (Payload Assist Module).

Ulysses will approach Jupiter in December 1991 and Jupiter's gravity will change the spacecraft's trajectory and head for the Sun's southern pole. *Ulysses* is expected to rendezvous

with the Sun in April 1994. The spacecraft will spend approximately four months in the southern latitude, about 2.2 astronomical units from the Sun. (one astronomical unit is approximately 93 million miles).

Ulysses' trajectory will be bent by the Sun's gravity and is expected to cross the Sun's equator in November

1994 on its way to the north pole. The spacecraft will spend another four months at the Sun's north pole. This is expected to occur in January 1995. The end of the mission will occur in August 1995.

Ulysses will sure to provide scientists with information about the Sun and beyond.



Discovery awaits...

The Space Shuttle *Discovery* sits poised on the launch pad awaiting launch on October 6 at 7:35 a.m.

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Lotus 1-2-3 sets its sights on spreadsheet dominance

by Joe Cambron
Managing Editor

Many students at ERAU are now making an important choice concerning which spreadsheet package they will be using during college, and perhaps the rest of their number-crunching years. It may not seem important now, but most college graduates will use a spreadsheet package for some task in their future. Whether it be for accounting, business models, mathematics or report writing, students must now make a choice concerning which spreadsheet they will become familiar.

In the beginning...

Leading the spreadsheet industry into the future is the dominant force in the industry, Lotus. Its 1-2-3 product is the most popular spreadsheet in use today both in business and home.

New and improved for the '90s

Recently, Lotus released the newest version of its spreadsheet and graphics package, 1-2-3 ver. 3.1. This product is the most powerful spreadsheet yet produced by Lotus. It incorporates advanced database functions, en-

hanced graphics that now have a three-dimensional look, new presentation capabilities, the ability to manipulate cells from multiple worksheets into formulas, and a new "What You See Is What You Get" (WYSIWYG) interactive layout capability.

If all of these features seem complex and arcane, Lotus has provided perhaps the most comprehensive collection of documentation ever assembled. Indexed and attractively packaged, the program now weighs in at about five pounds.

The requirements for 1-2-3 ver. 3.1 are heavy. An IBM AT or compatible with at least a megabyte of system RAM, a hard drive with five free megabytes, an EGA or VGA video system for color graphics, and DOS 3.0 or higher are all necessary for operation. At least

an 80286 operating at 12 Mhz or more is also strongly recommended.

Choose your version

For those without the equipment to handle release 3.1's muscle flexing, Lotus is also offering a slightly scaled down release entitled ver. 2.2. It generally is available for about \$100 below ver. 3.1's higher price tag. For those unwilling to make the commitment either to version 3.1 or 2.2, a student version of 2.2 is available in the university bookstore for \$50.

Performance

Performing for my fingertips on an 80386SX running at 16 Mhz, the program was amazingly fast even without a co-processor. The raw number crunching ability of both the program and Intel's 80386 is

awe inspiring when operating in tandem.

Massive recalculations involving several thousand cells and requiring the use of several hundred randomly generated numbers took place in fractions of a second. The wave of recalculations seemed to wash across the screen like the ocean. The program manipulated one of my 125K spreadsheets as if it was only a few bytes for the hungry processor.

On a VGA screen, increased numbers of rows and columns can be displayed, thus giving the operator a greater window into his creation. The VGA did provide one stroke of unhappiness, however.

Custom screen drivers

The ability to install custom video driver sets, which allow some monitors the capability to go beyond standard EGA or VGA, seems to have fallen by the way-side with 3.1.

Graphs

Several new types of graphs are now available for use as well as the ability to format them more thoroughly using

see Lotus, page 38



Newly designed... Lotus sports a new logo for the '90s.

Spectrum HoloByte ships new Flight of The Intruder simulation

by Joe Cambron
Managing Editor

Spectrum HoloByte, the company which brought America the Soviet game *Tetris*, now has changed sides and converted Stephen Coonts' best-selling novel into a top-notch IBM AT computer flight simulator. Yes it is true, *Flight of The Intruder*, from the company that invented *Falcon*, is now a game. Players may build formations of F-4 Phantom fighters and A-6 Intruder bombers aimed at Vietnam in what we now know was a hopeless endeavor. The game makes it seem much less hopeless. This is not a criticism. In fact, most keyboard pilots will enjoy the ability to complete missions successfully.

The screen

The interface utilizes beautiful 256 color VGA graphics for the cockpit instruments. The use of shadow and the wide range of color gives the instruments a sense of depth unique to most aircraft simulations. The use of colors is very similar to Broderbund's *Wolfpack*, submarine game.

The actual video from outside the cockpit is the usual place that flight simulators are found lacking, but not so much in this case. Although the "out-the-window" graphics are not so detailed as Microsoft's *Flight Simulator* (which results in hard drive accesses which momentarily halt the game), they are far above average (without the pauses). The detail of other aircraft is particularly well-done, and the game offers the chance to get pretty close to them (more about that later).

One good example of the real-life graphics in *Intruder* is during the classic dogfight. A videotape which accompanied my test version

of the product demonstrated the gun camera's footage that the interface was designed to imitate, and it does a relatively good job of matching the realism. The game does an excellent job of portraying the damage caused by hits upon enemy aircraft and ground installations. Dog-fights using machine guns at close range are enough to raise anyone's blood pressure noticeably. It is not unusual for players to pause the game so they may utter a few expletives following a few missed shots.

The sound

The sound is also impressive if you have an Adlib music synthesizer. Missiles, guns, engines, and radio communications all have been accurately converted to digitized sound.

Flying closely to other aircraft

Dog-fights are not the only occasion when one has to fly very closely to another aircraft. One of the things which sets *Intruder* apart from other simulators is its formation flying scenario. Not only are pairs of Phantoms launched on missions, they often provide cover for a flight of Intruders nearby. The real innovation in this game, however, is the ability to move between any of these aircraft at any time. No, not in the air-in the cockpit.

Multiple aircraft, multi-tasking?

The player may be the pilot of any aircraft in any formation at any time, and his departure from the cockpit puts the computer in control of that plane. This interface is so flexible that when played by two pilots over the

phone lines via modem, either player can be in any plane, the same plane, or even in a MIG fighting against each other.

To the air

The actual simulation follows a myriad of setup screens which may be customized or left at default. The USS Shiloh provides the launching platform for all the missions. After five seconds of preparation, or a simple key press, your craft lumbers down the deck, thrust into the air via catapult. With full afterburners whining in the Phantom, the craft at first slowly climbs out from just above the water to a suggested height of flight level 100, 10,000 feet.



Novel Idea... Flight of The Intruder (see A11) the novel is now a complex video adventure.

The good, the bad, and the ugly

At this point, the game faces its only real shortfall. While other games provide an INS marker which makes it simple to find your target, *Intruder* offers very little in the way of navigation assistance other than the ubiquitous autopilot (which will take the aircraft directly to target). This situation arises from two problems, one that is unique to the F-4 cockpit. The primary CRT (the cathode ray tube display at the center of the cockpit) offers a wealth of information, but very little of it is decipherable, even with the help of the manual.

The second problem the game faces from a navigation standpoint is the inadequate placement and design of the compass. Instead of having the traditional gyro-compass or a digital read-out, a square instrument with an N at the top and E, S, and W on the sides serves this function more like a clock with hands moving instead of the face. This leaves precise headings quite difficult.

On the F-4 this problem is compounded by placing the compass on an additional section of the cockpit that can only be shone by obscuring nearly all outside view.

Not to dwell on the negative, the game has several strong suits. Besides the multiple aircraft control, the game has above average viewing capabilities (i.e. behind the plane, above, left, right, from the carrier, from the target, from the missile, and out-the windshield) as well as

dramatic panning capabilities (ala *Jet Fighter*) that enable the camera to move in a fluid fashion to any perspective. The game is infinitely customizable from armaments to missions to weather to time of day to difficulty. Finally the games inclusion of gun cameras gives the player a chance to review his combat movements.

All the extras

The game even comes with a copy of the excellent novel that the game is based on. The manual explains the game relatively well, but even so this may be one game where reading the manual is not optional. The keyboard is riddled with controls that are difficult to master without a thorough reading of the manual and its supplements. (At least the pilot does not have to scower the manual to answer a copy-protection scheme question.)

Performing for my pleasure on a Protek 80386SX IBM compatible running at 16 Mhz with VGA graphics, the game was smooth and enjoyable with a joystick, cumbersome with the mouse, and painful with the keyboard. The game should probably not be played on an IBM compatible machine with less than a 12 Mhz 80286 CPU. *Intruder* is memory hungry as well. A full 640K RAM will be required to run the program. Memory resident software should be closed to conserve space for the VGA graphics and digitized sound.

Intruder should be viewed as a game that did not compromise too much to the "I want to fly an airplane, but what's a yoke" crowd. Even with a shortcoming, the game is an excellent "combat adventure." Forty dollars seems inexpensive when one considers what 377 Navy pilots paid to fly in Vietnam.

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Calvin and Hobbes by Bill Waterson

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HAND IT IN, CALVIN. YOUR TIME'S UP

DON'T FORGET WE HAVE A BET ON WHO GETS THE HIGHER GRADE.

THE BETS OFF! I DON'T GAMBLE! NO BETS!

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YOU GOT A PERFECT SCORE??

WHAT DID YOU GET? IF YOU MISSED ANY, YOU OWE ME 25 CENTS.

I RAN OUT OF TIME! I'D HAVE HAD A PERFECT SCORE TOO IF I'D HAD A FEW MORE MINUTES!

IT'S BIOLOGICAL! GIRLS MATURE FASTER THAN BOYS! YOU JUST GOT A BETTER GRADE BECAUSE YOU'RE A GIRL! IT'S NOT FAIR!

PAY UP.

MAYBE IT'S OPPOSITE DAY! MAYBE ALL THESE X'S MEAN MY ANSWERS ARE CORRECT! MAYBE YOUR 'X' IS REALLY AN 'F'! THAT MUST BE IT! I WIN THE BET!

HOW DID YOU DO ON YOUR MATH QUIZ?

I FLUNKED IT... BUT ONLY BECAUSE I RAN OUT OF TIME.

THE WORST PART, THOUGH, WAS THAT SUSIE DERKINS WON OUR BET ON WHO'D GET THE BETTER SCORE. I HAD TO PAY HER 25 CENTS.

BUT GET THIS! I CHEATED! I ONLY GAVE HER THREE DIMES! HA!

I THINK YOU'D BETTER STUDY HARDER.

OH, NOW DON'T YOU START ON ME.

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SEE, I JUST HOLD IT UP AND IT'S LIKE I'M ON TV.

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YES KIDS, YOU'LL LIKE 'EM SO MUCH, YOU WON'T BE ABLE TO SIT STILL! REMEMBER! IT'S THE CEREAL I GET PAID TO RECOMMEND BECAUSE I'M FAMOUS!

WHAT DO YOU THINK? ARE YOU FILLED WITH THE DESIRE TO EMULATE ME AND EAT THE CEREAL I ENDORSE? IF NOT, I CAN REPEAT THIS EVERY 30 MINUTES.

DON'T YOU THREATEN ME!

Far Side by Gary Larson

Dang it, Henry! I'm tired of yelling at these brats! They're your kids! Tha, y'know!

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Mother Goose and Grimm by Mike Peters

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LOOK AT THE SIZE OF THAT BAG... DO YOU KNOW WHAT WE'VE FOUND? IT'S... IT'S...

THE NEST OF THE QUEEN VACUUM SWEEPER!!!

HERE... YOU'D BETTER WEAR SOME GARLIC AROUND YOUR NECK, I'LL CALL A PRIEST.

HAVE YOU HAD RABIES SHOTS?

IT'S THE NESTING PLACE OF THE QUEEN VACUUM SWEEPER... WE'VE GOT TO DO SOMETHING...

Y'SEE, QUEEN VACUUMS LIE DORMANT IN DARK CLOSETS DURING THE DAY, BUT DURING THE NIGHT THEY ROAM THE HOUSE...

DEVOURING EVERYTHING THEY SEE AND LIVING ON THE HAIRBALLS OF INNOCENT DOGS AND CATS.

YOU REALLY GET INTO THIS, DON'T YOU?

SHH...

IF I CAN BITE THROUGH THIS WIRE, THAT VACUUM WILL BE TOAST!

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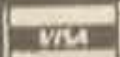
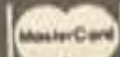
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December graduates to hold meeting

The first meeting for the December 1990 Graduating Class will be held on Tuesday, Oct. 9, 1990 at 8:00 p.m. in the Student Center. Important graduation information will be reviewed and elections for your Senior Class President and Vice President will take place.

If you are interested in running for Senior Class President or Vice President, please set up an appointment to meet with Laurie Ranfos by Friday, Oct. 5, 1990. Immediately following the meeting on Oct. 9, the Senior Class Council will be secured. This group consists of approximately 25 volunteers from the graduating class who will meet weekly and work as a team to raise funds for the Senior Class Party, secure discount hotels for their guests during graduation week, and complete a variety of other goals.

If you are unable to attend the meeting on October 9th, please stop by the Student Activities office located in the Student Center.

Cancer Society to host Casino Night

New directions, the young professional group of the American Cancer Society East Volusia Unit, will host a Great Gatsby Gala and Casino Night on Saturday, October 6.

The event, which will be held from 7:00 pm. until midnight at the Eagle Aviation Hanger in Daytona Beach, will feature casino-style games, entertainment by Daytona Sound Delite, as well as costume and dance contests. Hors d'oeuvres will be provided by Forest Hills Catering. Costumes from the 1920's period are welcome.

Tickets for the event are \$20.00 in advance and may be purchased by sending checks to the American Cancer Society, 1510 Ridgewood Avenue, Suite 201, Holly, FL 32117. Tickets will be \$25.00 per person at the door.

For more information, contact the American Cancer Society office at (904) 673-3350.

Flying Fit into the 90's

Wellness Week 1990 will be held on Tuesday and Wednesday, Oct. 9 and 10, from 11 a.m. to 2 p.m. in the John Paul Riddle Student Center, Flight Deck. The booths at the event will be health screening by the American Red Cross and Neuman Eye Institute, cholesterol level checks, body composition profiling, health information, stress checking, nutritional news, safety services here on campus, sexuality update, environmental awareness, and handicapped services information.

Special events for the occasion will include a volley ball game between the students and faculty/staff; a Stress, Depression, and Anxiety Seminar; Skin Cancer screening; "Medical Certification & the Airlines" given by Dr. Richard Reinhart; CPR and First Aid class; as well as "Wellness Feud" between Residence Halls.

Please stop by the Counseling Center in the S.C. or call ext. 6035 for more information on Wellness Week or other services offered by the Center.

The Embry-Riddle Aeronautical Wellness Week '90, Flying Fit in the 90's, has been developed to increase campus awareness regarding the importance of positive lifestyle choices and to improve the quality of an individual's life. By increasing visibility and participation in campus-wide wellness activities, the planning committee is promoting the concept of wellness to the entire University.

Lotus

(continued from page B5)
color and different fonts.

Among the new types of graphs are area graphs which shade areas between lines to show margins, HLCO graphs which are primarily used to show daily stock price shifts, and mixed graphs which combine the other types.

Breaking the third dimension

Much the same *Who Framed Roger Rabbit* showed that shadow can make cartoons look more realistic, Lotus has used the same technique to make its graphs more impressive. (Who can resist a first quarter performance so impressive that it casts a shadow over last year.) This 3D effect also extends to spreadsheets.

Instead of limiting the user to rows (horizontal) and columns (vertical), Lotus opens up the possibility of using cells from separate spreadsheets (planar).

Windows?

1-2-3 now works with *Windows*, and as part of the celebration 1-2-3 has borrowed some of its tricks. Lotus has incorporated *Windows* ability to handle extended memory with their LIM-EMS 4.0 standard. The result is the very effective use of memory whether extended or expanded memory is used. Lotus has also enabled (pardon the pun) 1-2-3 to use hard drive space as virtual RAM even with an 80286.

Spreadsheets may now be stacked in windows, zoomed-in for greater detail, displayed in 244 colors, be displayed over free-hand drawings, and contain up to eight font styles.

Printing has also been improved. Print preview now allows users to see a page prior to print. Graphs and worksheets may now be printed side-by-side. Even multiple ranges may be printed instead of one.

Summing up

All in all, Lotus 1-2-3 has no competition in the race for the finest spreadsheet package. Its capabilities are great enough to run your check-book or an airline. Its on-line help facility will steer the user effortlessly through its menu based environment. 1-2-3 is the clear winner in the spreadsheet struggle.

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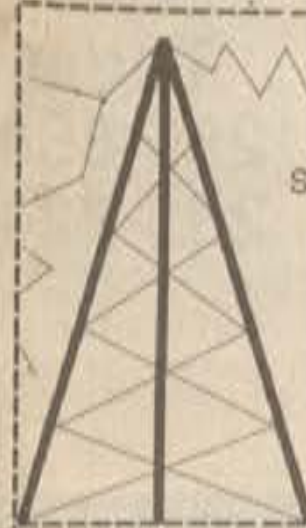
- Juniors earn more than \$1900 during one ten-week summer session
- You can take five civilian flying lessons
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If you're looking to move up quickly, look into the Marine Corps undergraduate officer commissioning program. You could start off making more than \$18,000 a year. We're looking for a few good men.

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Marines



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79 DODGE VAN fully customized, upholstered, icebox, captain chairs, and much more. Must see, asking \$1250.00 or best offer. Call 756-1463.

1979 DATSUN 280ZX: 2+2, 5 speed, power everything, new clutch and battery, need money for graduation, runs well. \$2500.00 O.B.O. Call 254-0761 or leave message.

1982 PONTIAC J2000SE: 2 Door, sports edition, black, ice cold air, am/fm cass., 4spd., sport wheels, Good Year Eagle tires, locks and runs great. \$1075.00. Dean at 257-4321.

87 XT TURBO: 4wd, black, new clutch and cv's, runs like new, power everything, am/fm cass. \$8200.00. Call 255-4767 ask for Ramiro.

1981 BUICK SKYLARK, 2 Door, white, air cond., automatic, power seating, power brakes, runs and looks great. \$1075.00 Dean 257-4321.

SALE OF THE CENTURY: 1981 Pontiac Firebird, 6cyl., RUNS GREAT, Pioneer super tuner, removable infinity speakers, Keystone Crager rims (alum.), \$800.00 O.B.O. Call Gate 756-3316 or box #5234.

1984 FORD ESCORT L, 2 Door, with am/fm cass. stereo, 4spd., new tires, locks & runs great. Dean 257-4321.

HONDA CIVIC 1982: 2 Door, 5 speed, a/c, am/fm, \$1500.00. 761-0738 ask for Dirk.

FOR SALE BY ORIGINAL OWNER: 1969 Karmann Ghia, garage kept, clean, no rust, not driven on beach, leather interior, new tires. Well maintained and serviced. Please call after 6:00 P.M. 673-4498. \$1200.00 neg.

1981 FIAT SPIDER 8000: 84K, 5sp, fuel injected, new JVC am/fm cass., booster/eq., brushed stainless brake hoses, Falkens on 14" factory alloys. \$2900.00 O.B.O. Call Mike at 767-4442.

CYCLES

YAMAHA SICA 750: 1981 Runs great, needs no work. New seat, battery, brake pads. Fast, fun, reliable. Must sell. \$1000.00 neg. Call Paul at 756-8084.

RALEIGH RECORD: 21: 12spd. New Shimano, 600 threader, new tires, excellent cond. Must sell. \$125.00. Call Tom 253-7529.

BEAT THE PARKING: Beauty red Yamaha 650 Special for sale. Must sell immediately. \$900.00 negotiable. 257-1300, ask for Mike or leave a message.

1978 KAWASAKI KZ: 650 Red and Black, rebuilt engine, runs great. \$750.00 Dean 257-4321.

MISC. FOR SALE

FOR SALE: Ford C-6 transmission. In good shape. Asking \$200.00 O.B.O. Call Kevin at 767-4442.

FOR SALE: Wood burner, like new, cheap. Call 767-7049.

SURFBOARD: Town & Country. 5'10". Adjustable ut-fim with leash and nose guard (worth over \$400.00) Excellent color and condition, for \$250.00 O.B.O. Must see! Call 254-0761 or leave message.

TWIN BED for sale: great condition, used for only two semesters. \$50.00 O.B.O. Contact Matt at 257-5899.

FOR SALE: Bose 2.2 speakers, 80 watts. 6 months old. \$200.00 Box 7981 or call 257-3905.

RABBIT FOR SALE: Black & white w/elf. Includes cage, water bottle and food. \$35.00 760-8192 Ask for Jeff.

FIREARMS AND ACCESSORIES: All weapons and accessories far below retail. Full Minal Jacket molds also available in 9mm., .45 ACP, .308, AND .223. Call me before you buy. I can save you money. Guaranteed to beat Buck's price. Call Dave at 238-2520.

FOR SALE: Full car cover for 84-90 year model corvetts. Call for price #239-8640.

FOR SALE: Panasonic answering machine \$20.00. Call 239-8640.

MUST SELL: HO ceramic water ski, 65", good beginner to advanced ski. Excellent cond. Asking \$125.00 O.B.O. Contact Scott at 252-9409.

RAY BAN Sunglasses for \$50.00, Iron \$20.00 (new), Glenn Luzzatto at 252-9409, Dom L, room 256 or box 7668.

CALCULATOR FOR ENGINEER: HP41CX with advantage chip and all manuals. For \$150.00 O.B.O. Call 254-0761 or leave message.

FOR SALE: Two motorcycle helmets, \$50.00 and \$100.00, or both for \$130.00. Great condition. Call Sue x6252 or 676-2473.

AIRLINE TICKET: One way ticket from Orlando to Philadelphia to Buffalo on Dec. 19. Will take any reasonable offer. Phone 257-1057, ask for Jason or leave message.

FOR SALE: Sterling silver jewelry (bracelets and necklaces). BELOW WHOLESALE PRICES! Also many different watches for sale. Call 252-9378 and ask for Pets.

MUST SELL: Dorm size refrigerator - \$50.00, Desk top drawing table and T-square - \$25.00, Crossman model 1377 pump pellet gun with pellets - \$25.00, 3 piece bed rails, black, for queen size waterbed - \$20.00, 2 ball pythons with 3 heat rocks and cage 6' x 1.5' x 2' - \$175.00. Call Scott before 3:30pm at 239-0318. After 3:30 leave message.

2 MISSION 100 watt speakers, 1 Sanyo tunable (fully auto), 1 Marantz stereo amplifier. All in very good condition. Less than a year of use. Asking \$250.00. Call Kevin 760-6152.

RAPID FIRE! - Free throw basketball air up, bar style, brand new \$160.00, O.B.O. Call Dan at 239-0196.

SPECIAL: 808486 25MHz, 256K Cache-Ram, 8 Mega Ram, Vrem, 512K VGA Card capable of 1024 x 768 resolutions. 350 megabyte Master SCSI hard drive. Adapter cached SCSI HD/HD controller. 1 3.5" 1.44m, 1 5.25" 1.2m, Sony Multisync - HG 26 dot pitch. 23555 Dhrystones, 17 MIPS, supports 1024x768in non-interlaced mode. \$6900.00 238-0896 Quick.

FOR SALE: Catamaran Sail Boat, 18' surfcat, new professional paint job, new sail, sails like new, very fast, great for launching off of the beach. \$2900 O.B.O., Call Steve at 253-9338 or Kevin at 767-4442.

FOR SALE: Catamaran Sail Boat, 18' surfcat, new professional paint job, new sail, sails like new, very fast, great for launching off of the beach. \$2900 O.B.O., Call Steve at 253-9338 or Kevin at 767-4442.

SENIORS: Resumes wanted for all majors. Job seekers in a newspaper filled with resumes from college seniors and distributed to OVER 1000 COMPANIES. It is the easiest way of getting your resume the attention it deserves. Call Entry-Point Publications (813) 837-3003.

FAA AIRFRAME & POWERPLANT: Oral & practical examinations. Conducted at Pan American World Airways in Miami, Florida. Please telephone for Appointment: Bill Bivens - Office (305)874-2163 or Home (305) 431-3436.

ATTENTION: Anyone interested in camping, cooking, hiking, etc. should give me a call. My number is 756-2594. Do you wish to help a Scout troop or join an explorer post? Let me know.

ATTENTION VIDEOGRAPHERS: We offer custom editing services. Give us your raw footage and we'll return your finished product. We edit wedding, commercial, and home videos. Special effects, titling, animations, musical enhancements, etc. call 756-2594 after 5pm or drop a note in Box #7035 or #8020.

GLIDER RIDES, INSTRUCTION, AND RATINGS! FAA Examiner on staff. Bob Lee Airport, off I5A in Deland, open Thursday thru Sunday starting 11am (904)736-6588 or (904)383-5014 even.

PHOTOGRAPHER FOR HIRE: Great friends, loved ones, special occasions. Professional quality, reasonable rates, flexible location, time. Also seeking models for portfolio, with remuneration. Contact Andy at box 8008.

WEIGHTLIFTERS: We beat all prices on your lifting needs—supplements—belts—gloves—etc. 48hr. delivery call 761-0728.

RACQUET STRINGING: Don't pay \$18 at champs! \$10 for a satisfaction guaranteed string job. Next day service usually available, and sometimes same day. Dom 2 m 202 or 238-4-74 Ask For Sonny.

STUDENT DISCOUNTS—Vitamins, Amino's, "Energy capsule's" Protein Powders: Twin Labs, Schiff Thompson, Walder, Many More—"Extras" Discounts with student I.D.'s—save up to 20% off Retail. Daytona FleaMarket, G-1-17 corner. Information call Nicole Weekday's 238-1297.

MAZDA RX-7 OWNERS need work done to your car? Call Steve at 253-9617 quality work reasonable rates.

NEED HELP IN ACCOUNTING? Let me help. Call Matt at 253-4086 for rates and more information.

MAC USERS: If you are interested in meeting others with Macs and starting a users group call John at 257-4836 or Keith at 768-1240.

PIPER SEMINOLE FOR RENT: \$85/hr dual \$95/hr solo. Call 238-0453 ask for Alex. Available immediately.

BREAK THE MONOTONY of studying for classes! Volunteer to help local scout unit. Boy scout troops, explorer posts, and the OA could use your experience. Besides, going on a camping trip can really help your grades because it gives you an outlet for the stress of school. Call 756-2594 after 5pm. Ask for Dave.

NEED PAPERS TYPED? Papers professionally done on word processor. Printed on laser printer. Spelling checked, revision available. Satisfaction guaranteed. Call Valerie x6256 or 761-9580 or Sue x6252 or 676-2473.

ROOMMATES

HOUSE FOR RENT: 2 bedroom, 2 bath, 2 car garage fully furnished, washer and dryer, 3 mi. from school, \$600 a month. Call Mike Henderling at 756-4637.

FOR RENT: 1 bedroom, 1 bath, condominium, 10 min. from school. Quiet area, walk in closet, full bath, washer, dryer, kitchen w/ appliances, central heat/ AC. Rent: \$335 a month and deposit. Contact MR. Hansen 441-4034.

ROOMMATES NOT WORKING OUT? MOVE IN NOW! Trails town house. 3 bdr/ 2 bath needs one more adult. Bedroom is upstairs with own bath entrance. TV, stereo, Micro, WASH/DRY, Pool etc. Garage for bikes! NICE PLACE! Ask for David 676-0487.

ROOMMATES WANTED for 2 bedroom, 2 1/2 bath house close to school 225 per room inc utilities contact Jeff 239-0827, Box 6288.

ROOMMATE NEEDED! Large one bedroom apt. at breakers Apt. \$220.00 pet/no and 1/2 utilities male or female call Joe 238-7791.

PERSONALS

TO ANYONE KNOWING THE WHEREABOUTS of 2 ERAU Immobiliere stolen off my Blue Ford Truck on Wed. Sept. 26. Since I am the prime suspect it would be nice if the person responsible would please turn him or herself in to Security, or at least return the Immobiliere to security. If anyone has any information concerning this please notify either security OR myself at ERAU box 2102 or 778 Jimmy Ann Dr. #1611 Phone #253-9607. Any information will be held confidential or can be anonymous.

HOONEY, Happy B-day Michelle, Enjoy Your Friendly Neighbors.

THE FABULOUS FIVE, Thanks for one of the most interesting weekends of my college career. Wait until Key West. Butt-naked on the edge of eternity BC, don't change cassettes while RG is driving. Sairi's Little Helper

OTTO: Everyone could stand a hundred chest x-rays a year. They ought to have them too! J. Frank Parnell.

Dean IT could easily be accomplished with a computer. Dr. Strange-glove.

HANNA, Finally, a weekend without AARRRRGGGGHHH!(Scotch, scotch) So glad you came down to see me. I LOVE YGUT Smooches.

TO MY PETITE LITTLE FLOWER: Each day I anticipate coming home into your arms. Coming home into your arms. Each night I dream of walking to your sweet smile. How Can I get any better? Love, Sweetie.

WANTED: Pretty girl, strong, good cook, able to clean and sew. Must own boat and motor. Must be semi-educated and personable. PLEASE ENCLOSE PHOTO of boat and motor.

I'm not 5'7", But my blue eyes will pierce your soul, and I'm looking for someone who can beat me at tennis! Now Madest, I'm Perfect.

RESPONSE TO TENNIS AD: I meet the prerequisite. Don't have my though. Respond to box 8046.

IN RESPONSE TO WANTED, I meet 99 percent of your requirements. Blue eyes included. If interested respond to Box 8578. Pout.

SYDNEY DARLING-Bloody good to have you back! Does this mean your love affair with what's his name is over? your loving wife, Diana.

DID YOU READ THE EDITORIAL LAST WEEK ABOUT CENSORSHIP? Huhmmmm? What are you waiting for? Do something about the mindless, moving masses that are destroying the first Amendment of our constitution. The Mentally Ill Snowboarder.

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CLASSIFIED AD POLICY

- ➔ Non-commercial classified advertising and personals are free to the student body, faculty and staff of Embry-Riddle with a 35 word limit.
- ➔ All other non-commercial advertising is \$10 with a 35 word limit. Each additional word is 10 cents.
- ➔ Commercial advertising is available through the Avion advertising department.
- ➔ Classified advertising is carried out by filling out a classified ad card in the Avion office.
- ➔ Only one classified ad per card. Name and address of advertiser must be included for the ad to run.
- ➔ Ads will run for two issues and may be renewed by filling out another classified ad card.
- ➔ No classified ads will be accepted over the phone.
- ➔ For more information, stop by or call the Avion office at (904) 239-6049.

MISCELLANEOUS

O'NEIL Shony - Paid \$98.00 only been in pool asking \$50.00 O.B.O., Call Marcin at 238-7928.

FOR SALE: Full size bed with box spring and frame. Excellent condition (1yr. old). \$125.00 O.B.O. Call 257-4836 and ask for John.

PANASONIC RN 105 MICROCASSETTE Recorder: bought new in Jan. '90. Excellent for taping class lectures, etc. \$30.00. Contact Arnie at 258-3862.

REALISTIC TRC-410 CB Radio, like new condition. Asking \$50.00. Contact Arnie at 258-3862.

ATTENTION ERAU LAXERS: For sale: sporthelmet, lacrosse helmet, white, only used in about 4 games. Asking \$55.00 O.B.O. Contact Arnie at 258-3862.

ENGINEERS: Check this out! Hewlett Packard Calculators for sale at great prices. All models available; brand new. The new HP355X at \$260.00, get a's instead of o's. For more information contact: Gustavo at 767-9612.

TWIN BED FOR SALE: Only 5 mo.'s of use, oak wood headboard, varnish cherry maple sorta perfect sleeper, slight bulding with frame. Looks great. Best buy at \$150.00. Call 441-6287 in am or 254-7500 in pm.

FOR SALE: S & W 357 mag. Chrome \$200.00 O.B.O., Soft cones, headset still in box \$130.00. Glass top coffee table \$20.00. Call Keith 238-0415.

AVSTAR Flight Computer: with instruction book. Less than 1 mo. old. Sell for \$30.00. Contact Jay Hannah at 274-2650 or box 5391.

FOR SALE: New orthopedic twin bed/frame. Only 2 months old. Paid \$139.00, Sale \$80.00. Contact Todd at 7600-5404.

8 PIECE DRUM SET: w/2 boom stands, incls. 6, 8, 12 inch Roto's TAMA King beat bass pedal. \$350.00 O.B.O. Call Dan 239-0196.

IBM PS/2 (Obsolete?) 386/20 Mhz too slow? Are you finding that 80 meg harddrive is just too small? Is 4 megs of RAM a cruel multi-tasking joke? Planning it work for NASA BEFORE you graduate? If you answered yes to any of these questions, you may need my 486/25mbz/350 meg HD/8 meg RAM/ 1024x768 VGA super computer. Call 238-0896.

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TWIN FULL QUEEN **\$59 EA.**
TWIN FULL QUEEN **\$79 EA.**

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