YESTERDAYS NEWS

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30 Years Ago...

Historical Information taken From Bill Gaskills TIMELINE

MAY 1987:

Console Calc, the first (and only) spreadsheet for the 99/4A totally in a cartridge, gets a devastating review in the May issue of MICROpendium.

MICROpendium begins first listing of TI-99/4A User Groups.

Texaments announces the release of Turbo-Pasc 99.

Ray Kazmer reveals the secret behind his RLE Digitizer in a tell-all expose published in several California User Group newsletters (waxpaper).

Funnelweb v3.4 is updated with the May 14, 1987 release.

Disk Utilities author John Birdwell moves to Eden Prairie, Minnesota.

Schedule Manager v1.2 is released by Asgard Software.

Doug Warren's Explorer program, formerly marketed by Millers Graphics in copy protected form, is released under the Bytemaster Computer Services (Richard Mitchell) banner in unprotected format. A bug would later be found in the unprotected version resulting from a byte offset that was used in the copy-protection scheme.

DaTaBioTics debuts Super Forth at the Fest-West '87 show in Los Angeles.

The LA 99ers introduce "Kracker Facts", a book of tips for GRAM Kracker owners. The material is a compilation of articles and other information by Mike Dodd, Tom Freeman, Craig Miller, Walt Howe and others.

GEnie on-line information service becomes available in Canada.

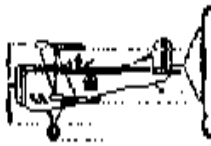
Fest-West '87 takes place in Los Angeles, CA on May 16-17, 1987 at the Shrine Auditorium.

Tenex Computer Express mails the following letter on May 6th to customers who have ordered the Myarc Geneve 9640...

"Dear Myarc Customer: Thank you for your order for the Myarc Geneve Computer. We are writing this letter to advise you of the current status of the product and your order. As of today, May 6, 1987, we have received no working computers from Myarc. We have received three (3) of the 9640 computers in, but these units did not have a functioning Disk Operating System (DOS) or other software. Needless to say, we did not wish to ship these non-functioning computers to our customers. We are clarifying our actual situation because of rumors or untruthful statements made by others which have led our customers to believe that we are sitting on a large inventory of working machines. We have had callers tell us that they were told by Myarc that we were "on our third shipment", "dozens had been shipped", etc. The press has reported that Myarc was producing a hundred per day and that we were receiving the first 500. We continue to assume that all of these statements represent good-faith misunderstandings ; nevertheless, we fell obliged to tell you, our valued customer, exactly what the status really is. Although we have heard of people who have received early machines, such as magazine reviewers, and key user group officers, all of these machines were lacking the final DOS needed for full operation. We have been advised by Myarc that the DOS is to be completed in early May, and that shipments will commence at that time. Based on our experience to date, our large order will be filled slowly due to Myarc's limited capacity, which means shipment of your order could be delayed until June or July. Be assured that we are doing everything possible to expedite shipments of the new computer. We thought that by waiting

SEE "MYARC", PAGE 3

INSIDE INFORMATION



A SPAD ADVENTURE

BY DAVE WAKELY

SPADVENTURE #1. THE SHAKEDOWN FLIGHT CHICAGO TIMES 9/87

It's a perfect day for flying. The sun is blazing, the sky is blue, and come to think of it, the ground is blue, too, but no matter. Start up, or rather, boot up, by placing your SPAD XIII disk in Drive 1 and selecting Extended Basic. If you are flying the Mark 2 version, choose "N" to the Red Baron option, since it's not a good idea to fight before you know how to fly.

It's always a good idea to check out your plane before flying, just to make sure the ground crew hasn't left any critical parts in the hangar. Look at the instrument panel in front of you. The best way to interpret this is to open the SPAD manual and set it up so you know what you are doing. You will discover that if you open the manual to the middle page and turn it sideways, that you can put the keyboard template flat on top of the 4A console, and then the instrument panel page will sit upright up against the PEB or the bottom of the monitor. Make the necessary adjustments so the page stays open and be sure you don't block any of the viewing area of the screen.

The top dial, the compass, should read straight north, the bottom dial, the fuel gauge, should point to about 10 o'clock, which indicates a full tank. Both the altitude indicator on the left, and the air speed indicator on the right should be pointing straight up to "0". If you look over our right wing by pressing the 3 Key, you should see the hangar. Return to a forward view by pressing the Key. Now check out the ailerons. Press the S Key, and the stick should move to the left. If you let up and the stick doesn't return to center, press the D Key to re-center it. Now do the same for right aileron. The other stick positions will move the elevators or a combination of aileron and elevator. Check them out, too . Then turn around and look at your tail (the plane's, not your own - it is later on that we will be flying "by the seat of our pants"). Do this by first pressing the 4 Key. Now press the < and > Keys and check out the rudder movement. No rudder movement? That is correct. The keyboard indicates those Keys, but you never see the rudder actually move. This completes the functions of the plane we can view from here. In the future, when I refer to the "pre-flight check-out," the above is what I mean.

One of the complaints I have heard about SPAD is how difficult it is to find the various graphics objects on the ground. Today we are going to take a fairly lengthy flight to show you how to find things. I have taken this trip three different times, and it will take about 40-45 minutes in all, so allot your time accordingly. I will also be demonstrating how easy the SPAD is to fly. Did everything check out ok? Then here we go.

Hold down the 8 Key, which is the "throttle up" control. Watch as the on-screen throttle, which is below and to the left of the instrument panel, steps up in 100 RPM increments, and listen as you hear the engine rev up to it's top end of 1200 RPM. When the air speed indicator reaches 100 mph , pull back on the stick (the X Key) once. In Mark 2, you will hear a beep when speed reaches 100 and the stick will automatically center itself when you let up on the X Key. If your version doesn't do this, take appropriate action. Press Key 4 and watch the runway receding in the distance behind you. When the tail plane (that is, the tail wing and not the upright rudder) appears to clear the end of the runway, cut power by two "clicks" by pressing the 7 Key twice. Now look forward by pressing 1. You are in a slow, 300 foot per minute (ft/m) climb and your current altitude should be around 400 feet. When it reaches 1,000 feet, apply two more down clicks and you will be at 800 RPM (trust me). The gun sight cross-hairs will oscillate somewhat above and below the horizon line, but will eventually settle down on or very near it. Don't worry if it is off a little. Your air speed should be about 110 mph, and you are now in reasonably stable, level flight. Congratulations on a fine take-off.

When everything above has occurred, we are going to execute three "pulls" on the left aileron. Press the S Key once and watch the stick move left and then back to center. Now repeat this two more times without stopping. If, in version 1 the stick doesn't self-center, Keep your eye on the compass. When it swings to the North-west mark, begin to apply right aileron to bring the stick back, gradually leveling off until you are facing West. If you have Mark 2 this maneuver is easier. The three successive pulls will result, when the plane automatically levels off, in a 90 degree left turn and you should be heading straight West. If you delay between pulls, it may take four to achieve this result. I have tried this at various speeds and altitudes, and it works most of the time. During this, don't touch the throttle! You may lose a little altitude during the turn, but it should be insignificant.

Now it's time to settle back a little and relax. Look out over the instrument panel (press U and the panel will disappear). Notice those "lines" on the ground ahead of you. What exactly are those? Perspective lines to give the illusion of distance? I prefer to see them as French country roads by which the local farmers can carry produce to the markets. If you have trouble with this try looking at them as fences separating farms. Now look over your left wing by pressing 2. Since we turned West, left is South, where we took off from. What happened to the home airfield? Out of sight. In fact, pan around with the P Key in Mark 2, or manually with version 1. You will see nothing but endless fields with few distinguishing

characteristics, and a sky with small white clouds (those dots or short lines) drifting lazily. It is in places like this that navigation with the SPAD can be difficult. In the Microsoft FS there is a "radar " function which lets you see the plane from far above, with roads and other features visible. It is hard not to know approximately where you are. In the Microsoft simulator you fly a Cessna 182, as I recall, but somehow I doubt that the real counterpart to that plane has such a "radar" function. In that sense the SPAD is probably more accurate in that planes in 1917 probably did not have advanced avionics. There is no radio to call anyone on, no VOR stations to locate. You are on your own, so you had better know where you are going.

This is also where your imagination can help out. Look out the front again. What are those, crops down there? We're only at around 1,000 feet and should be able to make out something. Let's see, those can't possibly be vineyards, can they? The Champagne district isn't terribly far away, but it's somewhere south of Paris, isn't it? Perhaps those are barley fields out there, or am I staring too closely at the screen pixels?

About 8 or 9 minutes after the turn, a short line should suddenly pop up in fron t of you. What is this, some uncharted airfield? Watch it for a few minutes and you will see it grow. It will become longer and it is clearly blue. That is because you now have the Seine river in view. For a full 5 minutes you will come up on it. As you approach, it will "snake" down the screen slowly. When any part of this line touches the bottom of the screen, we are going to execute another left turn. Follow the same procedure as above to execute a 90-degree left bank turn. Try the three or four left "pulls" technique until the compass indicates that you are flying straight South. You are flying down the West bank of the river. During this, don't touch the throttle. You will settle back into level flight. If all has gone well, what you should see is the river snaking out in front of you, and away from you if you use the 4 Key. Not terribly far in front you should see a left-facing "loop" in the river. Watch the area just beyond this loop for a minute or so. Suddenly a small dot will "pop" into view and slowly grow. You are approaching Paris, the City of Light, and can already see the Eiffel Tower. This all makes sense if you refer to the map on the inside back cover of the manual. We headed North from the airfield, then West to the river, then South to Paris.

The tower may well appear to drift left on the screen. When it is more than half way between the center of the screen and the left edge, do a single, brief left bank so that the tower "moves" back towards center. Keep it slightly to the left of center by making further adjustments as necessary to keep it on the screen. Your heading may change to SSE or SE. Now watch the tower grow in definition as it gets closer. As I recall, it was originally built for a world exposition sometime in the late 19th Century, and at our altitude we are at about the same height as the structure. There isn't anything else of Paris here which you can see, but if you want to imagine you can spot the Champs Elysees or the outdoor cafes on the left bank of the Seine where Hemingway and Gertrude Stein will hang out in another 10 or 15 years, that's all right with me. Art lovers will appreciate that you will also pass directly over the Louvre.

Press the 2 Key to see the tower pass off your left wing, then the 4 Key to see it recede in the distance. Since you are in level flight you can watch out the back for a while. When the tower gets covered up by the upright tail fin of the plane, it is time to execute another turn. We will be going from roughly SE to NE, or another 90-degree turn. Use your gentle turn technique one more time. Look out over your left wing until the tower disappears, then out the back. In a few minutes first the tower, then the river will "shrink" and eventually disappear.

Now once again there is little to see here. At your leisure, you can consult the map and see why we headed North-east. Also, if you flew at the same time of day as I did, the sun should now be over your right wing. This section of open countryside will be shorter than the earlier one, and in 3 or 4 minutes, if luck has been with you, a small line should pop up right in front of you. This is home. It's been a long flight, and it's time to set it down. You won't be able to see the field at all, though, unless you press the U Key to get an unobstructed view forward. Near the end of those 3 or 4 minutes, Keep checking over your left and right wings, as the field may pop up there. If it does, make a small course correction until it is in the center of your screen.

It's been said that take-offs are hardest on the plane, and landings hardest on the pilot. I hope you soon don't find out why they say this. This is the tough part, so pay close attention . I use a landing technique slightly different from that in the manual. When the field suddenly goes "3-D" (you can clearly see it as a landing strip), quickly power down 4 clicks and put your full instrument view on (Key 1). If you came up on the field dead center, you will not be lined up with the runway, but perpendicular to it. Don't worry about it on this flight. The land is quite flat and you can land this plane almost anywhere. Pick out a spot such that if you were lined up with the runway, it would terminate at the hangar . Now push the stick forward (Key E) until that spot (or the near end of the runway, if you happened to be lined up with it) is in the center of your gun sight cross-hairs. You will have to fight the tendency of the plane to rise, so keep powering down gradually, taking off a click and re-centering on the cross-hairs, etc. When your altitude reaches 100 feet (the last indication on the altitude meter, pull back on the stick by pressing the X Key until the hangar (or the far end of the runway, if you happened to be lined up) is in the cross-hairs. Power should be at

Spadventure continues...

or near the lowest setting. Keep the hangar or far end of the runway in the cross-hairs by pulling the stick back as often as necessary. Suddenly the scenery will "jerk" and in Mark 2 you will hear the tires squeal as they hit the ground. Cut all power with the 0 Key. This landing technique uses a steep descent with a pull-up or "flare" at the end. If all went well the hangar will be right in front of you or perhaps you even parked in it. You won't see this view very long, since the program will reposition you facing North on the runway almost as soon as you stop.

Congratulations on completing your first SPAD adventure. If you crashed or something went wrong, try it again. That's one of the nice things about a simulator, you can walk away from your mistakes! This flight has been based on one of the "scenarios" listed on page 18 of the SPAD manual. It was greatly expanded to give you some tips on flying the SPAD XIII. In upcoming flights, I will try to share more tips and tricks you can use to enhance your enjoyment of what is presently the best light simulator available for the TI-99/4A. Until next time, it's been great flying with you.

MYARC CONTINUES...

until early this year to take orders we could avoid this sort of delay situation. Unfortunately, our delivery promises have been broken time and time again. On the positive side, we are confident that Myarc will, indeed, begin shipping the computer; in other cases where a product was severely delayed , they have always come through in the end. We apologize for the inconvenience and anxiety this delay causes you. We are also sorry if you have been given incorrect information by others., or even by us when we have estimated delivery based on information provided to us by Myarc. Naturally, if you wish to cancel your order you may do so. We appreci ate your patience, and look forward to serving you in the future. Sincerely, Sue Veryar -- Customer Service"

THE VIEW FROM MILAN, ITALY

Ottawa TI-99/4A UG August 1986 **By Paolo Bagnaresi**

TI-99/4A seems to be the fourth largest used computer, Commodore VIC 20 and C-64 being first. They are followed by ZX Spectrum and QL (Sinclair) and Apple II. However, PC IBM and compatibles are catching up really fast. Other Computers, Atari 510-1040 ST, Apple McIntosh; are slowly increasing their market share. Commodore Amiga hasn't shown up yet: It will be available in the next few months

TI-99/4A typical configuration is console and tape recorder. A 5-10 percent of owners have also the disk drive system, expansion memory, a RS232 and a printer. Few users also have a second drive and maybe some fancy disk controller (CorComp or Atronic, this one from Germany).

Users of TI-99/4A have not gathered into any user group. This may be due to the Mediterranian way of life: everybody does not trust too much anybody else. Moreover, in a user group you would have to work for free. Are we crazy? We do not like to work even if we get paid for, let alone for free. No way we will do it. Some others argued that a TI club could be seen as a blatant American supporting team: we could be bombed by our mighty neighbor on the other side of the Mediterranean Sea (Khaddafi) as a dangerous US base (since we would have US computers we might as well have some US missle, couldn't we?). I think that it is mainly for this second reason why we do not have a user group.

There is a wild Frontier life here. You exchange a program for another program, sometimes for two programs, if you are lucky. If you do hot have anything to exchange with, chances are you are gonna pay for that program you want. Mind, we are talking about programs that have been imported, that are copyrighted, that are sold by dealers in North America at regular prices. Anyway, no one here seems to give a damn about copyright, about rewarding a programmer. The only concern seems to be "is is copyable? that's enough, what the hell!

Here the real smart guy will join a user group in the US, get some really good stuff and then he will sell it all over Italy: prices for any program from US span $15 to $35. To the smart guy that programs costs $2.00 each, the copy fee he payed to the US user group! Good business, isn't it? Here there is a real spaghetti market. Only spaghetti, the meat balls are gone forever.

I know one of those smart guy, he lives in Bologna. He used to write US user group pretending he wan an user group! He was also able to get his name publised on Home Computer ZMagazine, Oregon, USA. In this way he was able to receive a vast number of programs. Now he can sell you ANY program you can think of, no matter what. Obviously, having been in this business for over three years, he did not have time to learn to program yet. But after all, who cares ? Good money will come to him as a steady flow anyway: net income, no income tax to pay, no anything. Good life, isn't it?

Ah, I forgot to tell you: documentation will not be provided by the pirate. It is like a "mafia": a dumb user it is not supposed to have the right to know how to use a program. The less he knows, the better for the pirate distributor. Obviously the dumb user gets hungry for some understandable program. Eventually, he will some other proigram from the pirate distributor, a program that will be more or less the same as the one he bought previously. That program was rather useless, wasn't it? The next one will be the same. By now, the trend has already been started. The dumb user gets addicted to the pirate

distributor. He will consider him liKe a good willing person who does his best to help the fellow man. T pirate distributor is his friend, no doubt about it. If only those darned programs were easier to use....

On the other hand, photocopies are too costly and too time consuming. As a result, intelligent users will have to figure out by themselves how to use that pirate program: well, well, well, that is the fun or it, isn't it?

So much for the bad news. As for the good news: we have none. Here everybody seems to be waiting to see when the new Myarc computer will be worKing and ready to be shipped to Europe.

As for the rest of Europe. Germany (and Austria) are the strongest marKet for TI-99/4A. There are several companies that are developing good hardware and software. Most of what is available in Germany is already imported in North America by RYTE DATA of Canada.

France used to be a good country as for TI-99/4A. After all, the faulous "TENNIS" game, by nicesoft, come from Nice, France. There was a French magazain "99 MAGAZINE", from Paris, that used to be pretty good. Unfortunately, it ceased publishing last year. Now we do not hear too much anymore from our cousins on the other side of the Alps.

We do not Know what is going on in England. We Know the Queen is still KicKing and alive (God save Her), but we are afraid that TI-99/4A is dead there. I'll be happy to be wrong on that assumption.

Greece does have some small marKet, but the seem to have only the console, no disK drive and only a few few memory expansions.

We do not Know anything about Spain, aside from the fact that Bill Gronos lives there.

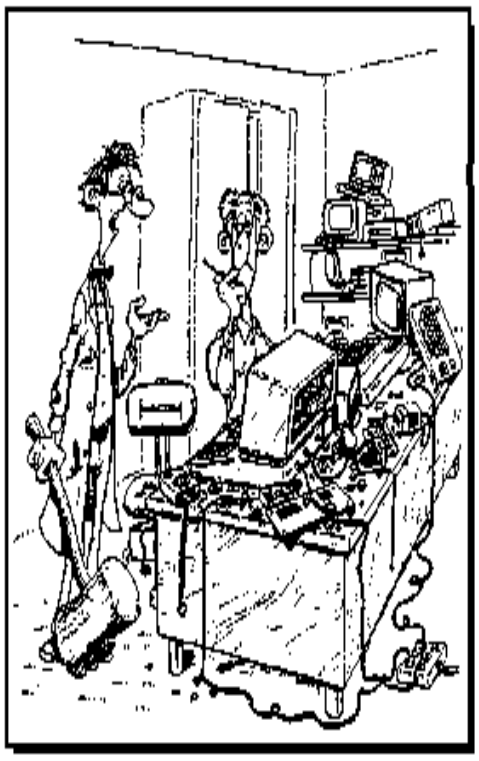
BacK to Italy. There is a slow, but steady, shifting of users toward the PC IBM (and compatibles). Each month some friend calls me up and says: "Paolo, I am sorry, but I wanna sell out my system. Can you Help? You see, I have been offered a true PC IBM compatible. It's such a deal... I Know, I Know, we said we will never give away our beloved TI-99/4A. But you see I simply need it for worK. They recently asKed us employeees to become PC IBM expert. Our office will be fully equipped with lots of PCs. and I don't want to be the least informed person in my office. C'mon, don't taKe it so hard, after all, we did not marry TI did we?"

This rap Kinda goes on now and then. Boys, does it give me a chilly on my backl Will I be the last survival of an dwindling race?.

If you ever publish this article, I would be glad to receive a copy of that newsletter.

Yours truly,

Paolo Bagnarese
Via J.F. Kennedy 17
20097 San Donato Milanese, Italy

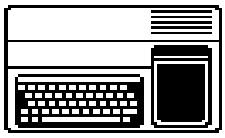


Users Group
Toronto, CANADA

I thought it might be fun to publish this cartoon in the newsletter and then asK any and all of my readers to submit a suitable caption for publication in the June 2017 issue of **Yesterdays News.** Just send me a PM on the AtariAge TI forum (*SPARKDRUMMER*) with your caption. I will print all that I receive (*BY MAY 28*) in the June issue of YN.

TYPE IN PROGRAM

```
100 REM LINEAR KALEIDOSCOPE
110 CALL CLEAR
120 CALL SCREEN(16)
130 CALL COLOR(14,8,8)
140 CALL COLOR(13,5,12)
150 CALL COLOR(12,9,7)
160 CALL CHAR(120,"33CC33CC3
3CC33CC")
170 CALL CHAR(128,"0466FFF99
FFF6620")
180 FOR A=136 TO 120 STEP -8
190 RANDOMIZE
200 FOR D=1 TO 10
210 R=(RND*24)+1
220 C=(RND*32)+1
230 E=(2*RND)
240 F=(2*RND)
250 FOR G=1 TO 15
260 R=(R+E)
270 C=(C+F)
280 IF R>24 THEN 370
290 IF C>32 THEN 370
300 IF R<1 THEN 370
310 IF C<1 THEN 370
320 CALL VCHAR(R,C,A,1)
330 CALL VCHAR(R,33-C,A,1)
340 CALL VCHAR(25-R,C,A,1)
350 CALL VCHAR(25-R,33-C,A,1
)
360 NEXT G
370 NEXT D
380 NEXT A
390 FOR M=1 TO 1000
400 NEXT M
410 GOTO 110
```



Yesterdays News Information

Yesterdays News is a labor of love offered as a source of pleasure & information for users of the TI-99/4A & Myarc 9640 computers.

TI-99/4A HARDWARE

BlacK & Silver computer
Modified PEB
WHT SCSI card with SCSI2SD
Myarc DSQD FDC
Myarc 512K Memory Card
Horizon 1.5 meg RamdisK
TI RS232 card
Corcomp Triple Tech Card
1 360K 5.25 floppy drive
1 360K 3.50 floppy drive
1 720K 5.25 floppy drive
1 720K 3.50 floppy drive
80K Gram KracKer
Samsung Syncmaster 710mp

TI-99/4A SOFTWARE

PagePro 99
PagePro Composer
PagePro FX
PagePro Headline MaKer
PagePro Gofer
TI Artist Plus
GIFMania

PC HARDWARE

Compaq Armada 7800 NotebooK
Compaq Armadastation
Samsung Syncmaster 710mp

PC SOFTWARE

Dead,Dead,Dead Windows 98se
FileCap
prn2pbns
Irfanview
Adobe Distiller
Adobe Acrobat

Yesterdays News is composed entirely using a TI-99/4A computer system. It consists of 11 PagePro pages which are "printed" via RS232 to PC to be published as a PDF file.

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