4. Pacific Journal

Pacific Airways Newsletter for Airline News and Information

- 2024
  - March
  - April
  - May
  - June
  - July
  - August
  - September
  - October
  - November
  - December
- 2026
  - April
  - MAY
  - June

2024

2024

March



THE PACIFIC JOURNAL

March 2024 Pacific Airways Virtual Airline

Welcome to the reboot of the Pacific Journal. For those of you who do not know, we used to have the Journal for news and information each month to keep pilots informed of what is going on in the airline. Now that our website is not such a problem, we wanted to start using it again. If anybody has anything newsworthy to put in the Journal, photos, stories etc, send them to CEO@pacificairways.net.

NEWS: We are continuing to work on the brand-new website. It should be Online perhaps later this month. We will still be running with vaBase, nothing will change on how you make your flights, only the way the website looks and interacts with vaBase. Many new things will be included like a new Events and Tours area, a new Fleet Download system and something new called Pacific Airways Library. The library will be an area pilots can go to which will look like a bookshelf. You can choose something to read from the bookshelf like the Operations Manual, training materials etc. Pretty much anything we put in there will be available like choosing a book to read. What is important to know is that when this new site comes online, All the pilots, logbooks etc. will immediately switch over and nobody will be required to re -register or do anything. From what we have seen so far, the site will be much cleaner and easier to navigate from what we have now. This new site will be only for Pacific Airways. We will keep you informed as we get more information on the site.

STATS & Awards: Pacific did very well in February. On the vaBase statistic page, we ranked #5 out of 107 airlines. Pacific got the most hours logged with the fewest pilots in the top 5. The next airline above us has 185 pilots to our 52. With that said, we were #2 in hours flown per active pilot only behind FedEx Virtual by 1 hour per pilot. Great work pilots, keep it up.

Here are the statistics for the month.



Active Pilots 33
Flights 489
Miles 454,858 nm
Fuel Used 9,782,463 lb
Passengers 66,560
Cargo 9,640,568 lb



Best Landing Award for February goes to **Caleb Fabian PAY2776** who made a -9 fpm landing at KORF in the Phenom 300

4 pilots had perfect attendance in February. Congrats Pilots



Norm Tipton PAY6132
Ross Barton PAY1989
Matt Radek PAY6660
Rich Haney PAY1192

Pilot of the Month February 2024

Michael Klein PAY3236



Mike flew 37 flights for 172 hours in February. Also the longest flight of 14:42

Congrats Mike

From the Paintshop

Because we are getting a new Aircraft Download center, we have been holding off on doing a bunch of new paints. We were able to squeeze in the Thranda 208 Caravan for Xplane 11-12.



This plane livery is available in the Paint shop Forum in Discord or you can get it here:

Thranda 208 Caravan Xplane 11-12



Scott is repainting the Fenix A320 for FS2020. They released a new version and the paint turned out different. This plane is not ready for download yet. Here's just a peek at the progress.

In the new aircraft download, the files will come from a web-based drive in a single .zip file. When you browse and choose to download a plane, your download will come in a single folder (in this case, the 208). All liveries for that plane will be included in sub folders. You use the one or ones you want and discard the rest. This will make it easier to keep track of. We had like 60 separate downloads for all planes versions and sims. The extra aircraft like Silverjet, Millenium club etc will also be in a single download for all planes. Cargo versions will also be included in the single folder download for each plane.

ACARS: Our Acars has an update. You should get the notification when you start the program. For some reason, many computers flag this as an unsafe program. You can ignore this warning and install anyway. Many of our pilots are using the updated programs without any issues. Also, for Acars, some pilots are running other Acars programs at the same time as ours and getting bad or very different readings from our Acars. Our IT department looked into this and suggested that because our Acars is a basic program and not as advanced or as fast as some of the other pay per month programs out there, that during critical times like when landing, our Acars is competing with the other Acars programs for data from the FSUIPC and giving incorrect readings. With this said, we do not recommend using other airlines Acars along with ours during your flights. If you do, it's at your own risk and the readings you get will be what is logged for your flight. We can not change or modify the way our Acars works. What we have is what we have.

From the Desk of the CEO



Greetings Pilots. I think I can say with confidence that Pacific Airways is finally over the dark times and is now stable. We were taken to the brink of closing one of the oldest airlines in the business. Thanks to Serenity and Tom, we were able to pull out of the dive and end up with what we have now. My sincere thanks to both these guys and all the staff who have saved our airline and hobby. My thanks to everybody who stuck with us during the dark times. We have a couple more irons in the fire, more cool stuff to come.

So how did we get here. Here's the story. In the late 1990's one of our pilots who worked for NASA programmed our original software that we had used for 20 years. Over that time, programmers came and went adding their own spin to the software. Slowly over time, the program began to fail and there were so many additions to it by so many people that nobody except one person understood it all and able to keep it running. One day out of the blue, the lead programmer resigned from the airline, leaving us with nobody to keep it running. This was about the time that Pacific needed to start using an Acars program which most all other VA's were using or starting to use. Pacific was behind the times, and we were losing pilto other airlines because we didn't have Acars. The problem was that our software was programmed years before Acars was a thing. No Acars out there was compatible with our old software, and it would require a complete reprogram from scratch to make it work. It was decided that we would need to hire a

professional programmer, purchase an existing program with Acars to run Pacific. The programmer was hired at an hourly rate and through his recommendation we purchased a program called phpVMS which was supposed to be the latest thing. As you know, phpVMS turned out to be a nightmare. It crashed on numerous occasions forcing us to restart our airline from scratch. Pilots lose their hours and registration each time. We ended up losing 60% of our membership and paid the programmer $4000 over a years' time to keep the thing running. During that year, we were shut down several times. Our server got hacked and shut us down. If you remember, we made pretend money for our flights. The hacker saw that we had millions of dollars and attempted to get the money, not knowing we were not a real airline. We were also shut down once by the Federal Government who put us on a terrorist watch list because we were an airline. We had to prove to them we were not real. When we finally were making some headway, one day Pacific Airways went black. The site and server went down, and our programmer was nowhere to be found. It turned out that the programmer we paid took money from clients for projects and ran out on them. We ended up contacting the programmer's daughter who told us her father has been doing this for some time, been in and out of jail and nowhere to be found. Our software, money, passwords, licenses, everything was completely gone. Back to square one again. This is when we decided on a VA management, pay by the month option which you know as vaBase. We were lucky to gain the help of a brand-new pilot, Serenity Williams PAY2981. Serinity helped us get established with vaBase, retrieve our licenses, and move everything to his private server where we won't get hacked again. Turns out, Serenity is a master programmer and is helping us by re-writing everything from the ground up. When completed, Pacific will again have a state-of-the-art website that is just for us like we had in the 1990's.





Here are the Flight Assignments and Vatsim Sundays for March. We're touring Alaska with larger airports all at least 6000ft runways. It's ok to bring out your medium size iron.

Our award system seems to be working and getting more popular as people learn about it. If you don't know, here is how it works. For over 20 years, we have had a group flight every Sunday online known as Vatsim Sunday. Pacific has never required that all pilots fly online, so the offline pilots were unable to participate on Sundays. vaBase has an award system where we can give out awards and an XP point bonus for events, tours, special flights etc. We have opened the Vatsim Sunday destinations up to all pilots to fly Sundays, or if you fly offline or don't do Sundays, the flights are a monthly flight assignment if you want to earn the award and XP bonus. Flights must be dispatched from the Event page in order to count. If a pilot flies to all the destinations in order, they receive the award and bonus. The flights are open all month so if you miss a Vatsim Sunday, you can make the flight anytime during the month.

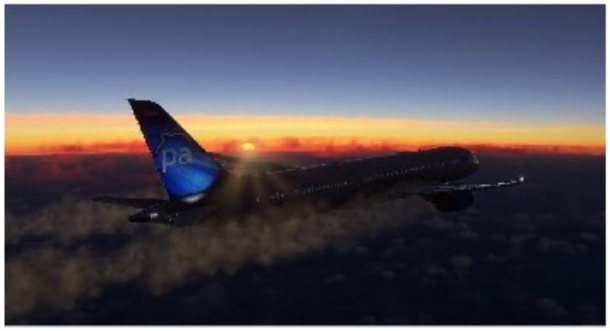
With vaBase, you earn both money and experience points with all your flights. Pilots need to reach a number of hours and XP to promote to the next rank. Your flights are rated 0 to 100% performance rating. The XP is set at 10 points for a 100% flight, 5 points for a 50% flight and so on. The XP award of 50 points with the weekly flight assignments is equivalent to flying 5 perfect flights. It adds up for those who want to be promoted to the next rank.

Enjoy, see you next issue – Rich

Screenshot Picks from February

















2024

April



THE PACIFIC JOURNAL

April 2024 Pacific Airways Virtual Airline

Welcome to the second edition of the Pacific Journal. Thank you all for the positive feedback. If anybody has anything to add to the newsletter, send it to me at ceo@pacificairways.net.

NEWS: The big news for this month is the opening of our new website. As you know, we switched to vaBase a few months ago and it has been working very well for us. The default website that vaBase offered lacked some of the features we were used to and runs slow sometimes. Our programmer Serenity decided one day to completely re-write the site to look better and interact with vaBase more efficiently. After 400 hours of programming time over a 3-month period, the site is live and online. As you can see, it just changed over like magic, and everything is there. It works identical to the old site as far as how you make your flights, just looks different. There are a couple of differences I will go through. The public splash page is similar and has more general information for the public to see and some stuff that the public shouldn't see was removed. When you enter the "Crew Center", it's the same logon and password you used on the old site. When you log in, you can see that the Dashboard has changed. The old site had your profile, news, events, and Dashboard on one page. The Dashboard now shows more airline statistics, and the other pages are separate now. At the top, you can now find your profile, news and events and the new Operations Center.



Here, when you have a new internal message or there is a new news item or event, there will be a counter flag next to the shortcut, so you will have to watch for that when something new comes out. Everything else is on the left side menu. It's pretty much the same as before. The pages may look different, but all work the same as the old site with a few exceptions.

Operations Center – On the dashboard top right side, there is a new link for the Operations Center. This is a new feature for Pacific. The Op's center is where you will find the Op's manual, legal stuff, memorial page and more. Eventually, things like Training videos, merchandise etc can go here. This is the area that works like a bookshelf. You choose a book, then view the pages. Very clean and easy to use.

Fleet Download: The fleet download is new. On the left side navigation from the dashboard, choose "Fleet". All the main fleet will be listed along with which sims have liveries available. When you choose a plane, it gives you all the info on the aircraft and a new link called "Browse Liveries". Choosing browse liveries takes you to the download folders where you choose your sim and file you need. Only the main Pacific Fleet will be available for download under fleet. The other aircraft like Silverjet, Millennium Club, other planes are in the new **Downloads Center**. From the Dashboard on the left side navigation, choose Downloads Center. All other programs like ACARS, CSL, VIP files will all be there now



Events and Tours: The Events and Tours are now separate pages. On the Dashboard navigation area, choose Events and Tours, there is now a dropdown for Events, Tours, and Awards. This is where you will need to go to dispatch your Event or Tour flights. The new

developed a state-of-the-art website that is feature rich and specific for Pacific Airways.

Some of the features include, Simbrief Integration, Awards, Events / Tours, Operations Center System, and a lot more.

their request. All LOA and Lifetime pilots who return will be granted all their hours Terminated plots will not.

Good Email Address – All pilots are required to maintain a good email address so they can be contacted by the airline. We would like to get into using the internal messaging system as the primary way to communicate with pilots. Periodically, we send out email to all pilots like this newsletter. When we do this, we can see what email addresses come back as bad. We will make every effort to contact pilots with bad email addresses through the internal messaging system. If we are unable to contact a pilot, they will be removed from the roster. From the Dashboard, you can click on your profile (Top right corner), then choose settings. There you can change your email address, passwords, upload an avatar picture and enter info about yourself. No need to contact anybody to update your info.

Landing Rates, Rejected Pireps - Our previous system flagged landings at -600, and rejected pireps above that. For the new site, here is how it is going to work. Pirep landing rates and performance scores will be reviewed. Landings from -600 to -700 are considered "Hard Landings". There are no penalties for hard landings other than what ACARS deducts from your performance scores and XP points. Too many hard landings will mess up your overall landing average if that is important to you. Landings between -700 and -800 are excessive landings causing damage to the aircraft and injuries, but we will still accept your pirep. Excessive landings will have a penalty of the loss of your income and XP for the flight, and a charge for repair of the aircraft. Landings above -800 are crashes. Your pirep will be rejected and we will call out the airport equipment for you.

The Expo this year is June 21st – 23rd at Rio Las Vegas. We have created a chat in Discord for anybody wanting to discuss or make plans to attend. Here is the website for more information.

Home | FlightSimExpo 2024



Here is something you don't want to see. Real World Airlines have had a bad week. I guess Pacific will have to add "Check your Lugnuts" to the checklist..

New CTAF Requirement with Vatsim: The VATSIM United States (VATUSA) division will be trialing real world Common Traffic Advisory Frequency (CTAF) starting March 1st 2024 a New CTAF Requirement with Vatsim lasting up to 6 months. Pilots not under air traffic control will review charts and/or the VATSIM AIP to identify the correct CTAF for their airport.

How is CTAF different from UNICOM?
VATSIM has traditionally used the term UNICOM to indicate a common frequency (122.800) that all pilots are expected to utilize to coordinate intentions with other pilots. In the real world, UNICOM frequencies are used to communicate with non-ATC ground stations such as Fixed Base Operators (FBOs) at an airport. The correct terminology

for the frequencies used by pilots to coordinate amongst themselves is CTAF.

You can generally find the CTAF frequency for your airport on the charts. If the CTAF is

Since not long after our airline was formed, Pacific has a weekly event every Sunday, our VATSIM Sunday. For those of you unfamiliar with this event, we fly (online) into a chosen destination every Sunday, landing between

category. These may include semi-annual events like Cross the Pond and events we fly with other airlines like FedEx and UPS Virtual.

So, where do we go from here? Recently, we instituted an award for pilots who complete all VATSIM Sunday events in a month, a participation award. In February, 4 pilots achieved this award and in March, so far, 5 pilots are on track to receive the award. Flights do not have to be flown online but you must dispatch the flight and fly it using the ACARS system to get credit. Information on flying these flights can be seen by clicking on the Tours/Events section on your Dashboard at the Pacific website.

As far as down the road, here are some ideas. As Events Director, a job I have held for over 20 years, I am open to suggestions from any pilot. I have, with rare exceptions, tried to line up airports that are within a 2-hour flight from the last airport we visited on Sunday. But this is not set in stone by any means. Maybe there is a particular airport that you would like to see us visit. It can be due to personal preference or maybe even the airport in or near your hometown. We had a pilot last year that offered up a shirt, via random drawing of participants, to a lucky pilot when we visited the airport in his home town. Perhaps, as we do occasionally, you'd like to see us fly as a group from one airport to another airport instead of all of us just flying into an airport from different places. Maybe you'd like to see us fly into an airport that is engaged in a VATSIM event on a particular day, not just Sundays. It can be a Special Event.

There are so many possibilities out there for our airline to keep our pilots engaged and also keep our airline visible to the rest of the VATSIM world. In some ways, despite our penchant for events, we have just barely scratched the surface. As pilots, you certainly have the right to suggest ideas for future events. Get involved in the process and get excited when we visit somewhere you suggested or helped arrange. It's all about the thrill of online aviation!

From the desk of the Chief Operations Officer

Pacific Airways is in its 26th year of operation. We're one of the oldest VAs and still going strong. Since I became COO many years ago, we have been accomplishing many tasks behind the scenes that line pilots are probably unaware of. So far, we have filled all the positions needed at this time and made sure all jobs have somebody doing it and a backup plan for each.

A few changes in Executive and Senior staff were also necessary. I can tell you that Pacific Airways now has the most experienced staff in its history. Over 150 years of combined PAY experience for the executive and Senior staff exist. What VA can say is that there are not many, I am guessing.

Because most of our accomplishments have been made at the staff level, line pilots may think nothing is happening.

That is far from the truth. Our new newsletter, "The Pacific Journal," will bridge the information gap we have had between staff and pilots. Thanks to Rich Haney for pulling this all together. I encourage all pilots to send stories, screenshots, and anything else for the newsletter. Not only is it a great place for information, but it needs to be fun, too.

The airline's status is good. We are steadily increasing the number of new pilots, pilots are participating more, and our online presence has increased. Pilots and controllers are retaking notice of Pacific Airways. We have made ourselves noticed by becoming partners with VATSIM, and New to us is having a partnership with SimBrief / Navigraph. I'm working on getting us our status as partners with Seattle ARTCC; we are still in the process with that one.

If you are still not flying online, please consider this a possibility! It not only adds significantly to the realism of flying, but it's also a great way to learn many aspects of flying. It is much easier than most people think, and Pacific Airways has many online pilots

and don't move until I tell you to. You can expect progressive taxi instructions in about a half hour, and I want you to go exactly where I tell you, when I tell you, and how I tell you. You got that?" Naturally, the frequency went very quiet until an unknown male pilot broke

AWARDS



Crashes in March

PAY8642 – Kevin Sergeant – Fenix A320 into KDTW

PAY8436 – Roger Flitter – 738 Zebo into PAJN

PAY8436 - Roger Flitter – Citation X into PAHO

PAY6660 – Matt Radek – 787-10 into RPLL

PAY6257 – Dwyan Miller into VTSP



Best Landing Award for March

3/6/24 PAY2776 Caleb Fabian

With a -18fpm landing rate into TXKF in the CL650

Great Job, Congrats Caleb

Pilot of the Month – March 2024



Pilot of the month again goes to PAY3236 Michael Kline who made 38 flights and 216 hours in March

Congratulations Mike, that's two in a row

Honorable Mention

#2 Glen Clason PAY1996 **129hrs**

#3 Ben Purdue PAY5650 **128hrs**

#4 Mitch Clason PAY1992 **119hrs**



CEO Screenshot picks for March.

Both by Scott Gray



2024

May



THE PACIFIC JOURNAL

May 2024 Pacific Airways Virtual Airline

Welcome to the May issue of the Pacific Journal. Anybody can contribute to the Journal. We are looking for stories, jokes, cartoons, anything newsworthy for the airline. We have opened the Journal to the public, so make sure your submissions can be seen by anybody. Send anything you have to

ceo@pacificairways.net

NEWS: Pacific Airways welcomes Michael Klein to the PAY staff. Mike will hold a new position called Director of Tours and Routes. As some of you remember, we used to have a Charter Center where pilots could make special made-up flights. This will work the same way. On your dashboard, the left side navigation pane, you will see Events/Tours which are separate pages now. Norm Tipton will continue to manage the Events like our Vatsim Sunday- Monthly flight assignments, group flights with other airlines, memorial, anniversary flights etc. Mike will manage the Tours page and be the contact person for adding, deleting, and editing our Regular Scheduled Flights. On the Tours side, Mike will make up flights (Tours) that might follow real word events like delivering cargo to disaster areas, following sports teams around the country, flights around the world, that kind of thing. All tours will be open to all pilots. Some will be time sensitive, some open all year. Like the Events, Pilots will have to navigate to the tours page and dispatch (Book) the flight from there for it to count towards the Tour. Completing tours will earn awards and XP points just like Events. Thank you, Mike, for your future work. It will be interesting to see what you come up with for Tours.



New Website Changes: We have added some new features to our website. Serenity has added a request LOA, Request resignation and a Donation page to the mix. On your dashboard, top right corner, click your icon or Avatar (same way you view your profile). On the dropdown menu, there is a new link for requesting an LOA. On the Leave of Absence page, you enter the beginning and ending date of your proposed LOA. Once approved, you still show Active on the roster, but the system will ignore you for not flying during your LOA period. Once the date runs out, you will be put back on Active and will again have to fly once every 30 days. LOA's for up to 6 months are granted without question. Longer than 6 months can be approved on a case-by-case basis.

On the profile dropdown under "Settings" there is a new selection to resign from the airline. When resigning, it goes through instantly notifying us that you have resigned. There is a selection to save your hours and logbook in case you want to come back. Pilots who resign in good standing are eligible to get all their hours back if they return.

There is a new donation page that is accessible from your dashboard on the left side navigation page. When you donate, you will receive the Pacific Donator award. Thank you in advance for helping the airline financially.

On your dashboard, the alert flag for news articles will now disappear once you have read the article. The flag on the Notems will remain until the Notem is removed. Notems are a higher priority message than News articles.

From the IT Department: First of all, I would like to say thank you to everyone over the last few months while i have been transitioning pacific airways over to our new system, it has taken many, many hours to redesign and create complex custom systems for our pilots.

I am glad to say we are now 100% fully operational and all our systems appear to be running without any issues, which is great to see after the various issues that have plagued the airline.

Over the coming weeks our team will be creating custom tours for our members to enjoy and earn awards & rewards.

Also, another big thanks to our testers over the last few months reporting issues and giving me great ideas to bring new features to the airline and making our pilots' experience in using our web systems as easy and straightforward as possible.

See you all in the skies,

Serenity PAY2981 -Vice President of I.T.

Simbrief Partnership: Pacific Airways is now a proud member of Simbrief Virtual Airlines – Partner list. A bit of information for you, The Simbrief program was originally written by a Pacific Airways pilot who flew for us, was an IT staff member and fleet painter. When we contacted Simbrief to join the partners list, the programmer/pilot still works there and remembered us. Thank you, Derek.

New Award policies: Starting this month, General Aviation, Silverjet and "Other" aircraft are no longer eligible to receive the "Best Landing of the Month" Award. Your landing will have to be with an aircraft which is in our main categorized fleet.

Staff Members are no longer eligible for the Pilot of the Month award.

From the Paintshop: I have painted the follow me car for XP11 and XP12. The follow me car is a good alternative now that the SAM program isn't supported anymore. The follow me car is available in the .org store at:

FollowMe Car for X-Plane -JARDesign-FollowMeCar

Follow me car available in the Downloads Center



Pacific Airways will no longer paint new aircraft for FSX. We have a complete fleet for FSX, nothing is being taken out of the downloads, we will just not be painting anything new for that sim. Not many people are using FSX anymore and the sim will soon not be supported by Microsoft.



When this comes out, we will probably paint it, but that will be the only exception…

Experience Points: I was asked to explain how the Experience Point system works.

On your Dashboard, left side navigation under Statistics, choose Statistics, then Rank Structure. The Experience Points are new for Pacific with the vaBase program. Ranks are earned now with a minimum number of hours and Experience Points. (see ranks page). Each flight with ACARS is rated with a performance score. Each flight has a maximum of 10 experience points earned with a 100% performance score. 50% score earns 5 points etc. For instance, a pilot promoting from First Officer to Captain needs 20 hours and 50 experience points. With 100% performance score earning 10 points per flight, it would take 5 flights to earn 50XP for that promotion. If there were some bad landings or errors and didn't earn 100%, then it will take more flights to earn the 50XP. This keeps a brand-new pilot from making a single or couple long flights to promote. Requirements go up as you reach higher ranks.

VATSIM Sunday Highlighted Airport for May

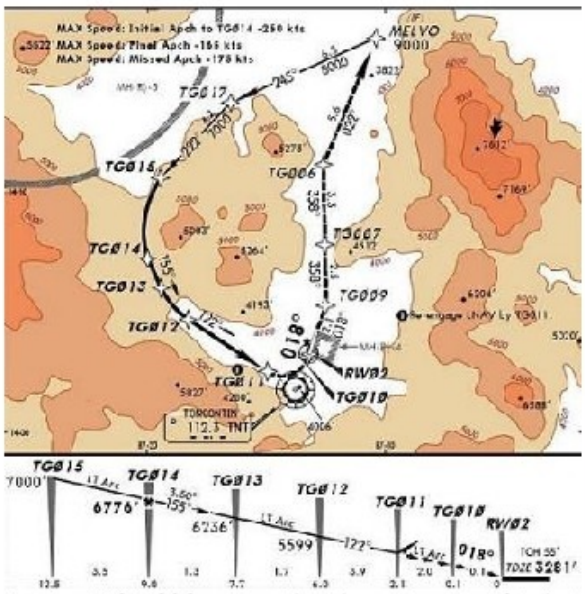
By Norm Tipton/President and Director of Events



I was recently asked when we were going to go to some exciting airports for VATSIM Sunday. Although the purpose of these Sunday fly ins is mainly for fun and comradery, I agree that sometimes we need a little challenge for the Pacific pilots who attend. In fairness, we do have our share of more exciting and challenging airports. For example, recently Telluride, Juneau and St. Maarten come to mind. All these and other challenging airports have their share of excitement. But every now and then we need to fly into an airport that is listed on the Top 10 Most Dangerous. Toncontin International Airport in



Tegucigalpa, Honduras is ranked as the 2nd most extreme airport in the world on The History Channel's Most Extreme Airports. The approach to the airport is considered to be one of the most difficult in the world for all aircraft, especially in inclement weather conditions. Why is Toncontin so difficult? Mainly because it is surrounded by mountainous terrain on all sides and is only 6,631 feet in length. Additionally, the approach to Runway 02 usually requires either a straight-in approach over tall mountains or a circular approach from the north of the airport as shown in the below chart airports list.



Boeing 737-200s are the largest aircraft that normally land at Toncontín. Even with its recent runway extension, Toncontín's runway is still significantly shorter than that of most international airports. It is so short, in fact, that many aircraft seen by plane spotters are seen to be touching down on the displaced threshold of the runway, which by aviation law is not allowed to be landed on.

Historically, larger aircraft have occasionally landed at Toncontín, such as a Douglas DC-8 in 1987, a C-17 Globemaster in 2008, 2009 and 2011, and Boeing 757s operated by American Airlines, which in 2015 replaced them with Airbus A319s. In the 1980s and early 1990s, SAHSA operated Boeing 727s and Boeing 737s from its hub at Toncontín.

So, it's time on Sunday, May 12th to pilot-up and test your skills and maybe even impress your fellow pilots a little bit. Leave the really big iron at home folks for this one but, if you're feeling adventurous, the skies the limit. One of the great joys of virtual aviation is that the FAA is not watching. 😊 See you in Honduras!



Landing Rate Rules: We are experimenting with the settings on landing rate rules. Most all VA's have rules for hard landings and crashes. We had the same when we were with phpVMS. The old system denied pireps above -600fpm. With all the issues we have had with our website, we have not been enforcing any of the flying rules. Now that we are whole again, the rules will again apply.

<u>The rules for Pacific will be:</u>

Landings up to -800 – Acars deducts XP and there are no other penalties

Landings above -800 are hard landings. Your pirep, income, and XP will be accepted, but a $1000 fee will be deducted from your bank to simulate checking and repairing damage to the aircraft.

Landings above -1000 are crashes. Your pirep, income and XP will be denied along with the $1000 fee .

If you feel your landing rate is an error, please contact staff so we can review the flight. Remember that on some occasions when you are running another airlines ACARS along with ours, incorrect readings can occur. We do not recommend doing this, so it's at your own risk.



From the CEO's Desk
Airline Stats and Awards.

Pacific Airways did very well in April. Out of 100 active airlines with vaBase, Pacific ranked #4 overall with 477 flights and 1329 hours logged with a 90.4% useage of ACARS. Last month, we were #5. Again, we scored the highest hours with the fewest amount of pilots compaired to the top 3. Great job everybody, keep up the good work. We be flyin…



Airline Statistics

Unique Pilot Flights	37
Pilots on Leave	14
Total Flight Hours	1,420h 35m
Total Flights	506
Total Distance	496,112 nm
Total Fuel Consumed	10,476,517 lb
Total Passengers	12,582
Total Cargo	11,561,248 lb



In April, we had a record number of 6 pilots completing the events and earning the Perfect Attendance Award.

Congratulations to

Tom/PAY6256 – Matt/PAY6660 – Rich/PAY1192

Norm/PAY6132 – Tayo/PAY3526 – Serinity/PAY2981



Best Landing Award

<u>Michael Klein</u>

Landing rate of -1 fpm

A320 at LPMA



Pilot of the Month April 2024

<u>Glen Clason PAY1996</u>

Glen flew 187.25 hours in 70 flights for 64,557miles – Congratulations.

Just a reminder, effective this month, the best landing award must be with a Commercial Aircraft from our main categorized fleet. GA, Silverjet and Special aircraft are no longer eligible. Staff members are no longer eligible to receive the Pilot of the Month award. The POM is determined by three factors. The most hours flown, the most flights and the longest distance.

Isn't the World a Small Place

Vatsim Sundays

Redding 4/7/24





Burbank 4/14/24





General Screenshots

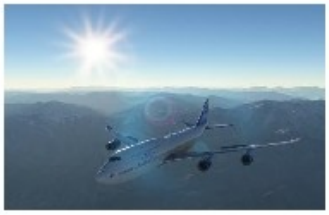












Keep posting your screenshots in Discord or send them in for the newsletter. These are my favorites. See you next month - Rich

2024

June



THE PACIFIC JOURNAL

June 2024 Pacific Airways Virtual Airline

Welcome pilots to the June edition of the Pacific Journal. As always, anybody can contribute to the newsletter. Send anything you have that is newsworthy, "Clean" aviation related cartoons, jokes, screenshots, stories to

CEO@pacificairways.net

NEWS: Over the last few issues, we have had a lot to report with the building of the new site, rules and regulations. Because everything is running so well and we are back to regular day-to-day operations, we have less to report in this issue. There are a few new things:

From the IT department: Our developer has been hard at work making the site better as we find little bugs to fix. I have been told that there have been over 200 upgrades and patches to fix and improve stuff over the last couple of months. We have added two new items since the last issue that are specifically for Pacific Airways. No other airline in vaBase has these on their websites. The first is a new Screenshot Gallery. From your dashboard on the left side navigation page under "Company", you will find the link to the gallery. Pilots can submit images for display both on the pilot and public side of the website. The images must be aviation or VA related and approved by a staff member. These images are visible to the public and serve to advertise our airline. Please only submit images appropriate for Pacific Airways and the public.

The other upgrade is a random flight generator. From your dashboard navigation pane in the Dispatch Center, there are now three choices for dispatching flights. You can search / dispatch scheduled flights from our company routes, dispatch a Charter flight to anywhere you want if you depart from the last airport you landed. The new one is the Random Flight Generator. The system will search by default the last airport you landed at (your virtual location) and give you choices for places to go. Remember, if you want to start from somewhere other than your Virtual Location, you will first need to jumpseat. On the flight generator, you enter the minimum and maximum range in nautical miles you wish to fly. By default, the generator gives 5 results or choices. You can request up to 10 results on the search. If you enter your speed (indicated airspeed not a mach number) it will give you an estimate of the time the flight will take. You can leave this blank if you do not want the time estimate. How many times have you wanted to fly but can't decide where to go. The flight generator uses a much larger world database than our scheduled or charter flights use. It is possible the generator will find an airport that Simbrief or other route generators do not recognize. If you generate your flight to Simbrief from our site with one of these airports, Simbrief may error telling you airport not found. In this case, you may have to choose another airport or manually generate your flight. That won't happen often, but it is possible. We figure it's better to have more choices than less.

Pacific Airways has passed our first audit with Vatsim. In order to maintain our partnership with Vatsim, we must pass a yearly audit. Vatsim requires a minimum of 15 pilots who have flown a combined total of 50 flights on Vatsim within the previous 90 days. We passed, but not by much. If you have considered learning to fly online, we sure could use the help. The airline thanks Norm and Serenity for doing the research and putting us over the finish line this time. The hope is that we will have more online pilots for next year.



We had another successful "bring your kids to work" day

VATUSA/VATSIM Online Events – Get Involved with the Virtual Community

By Norm Tipton / President and Director of Events

Every Month we participate in VATUSA's Friday Night Ops, an online flight experience hosted on the VATSIM Network by the USA division of VATSIM. In addition, we also occasionally participate in other VATUSA and some VATSIM events as Pacific Airways Endorsed Special Events, events that allow you to fly and log these as a pilot. A good example is the one coming up on June 1st, a tribute to Matthew Chicoine, a long-time Air Traffic Controller at Oakland who recently passed away. Many of you have encountered Matthew, I'm sure, while flying through Oakland airspace. He will be missed, both in the Oakland ARTCC and across the VATSIM network.

For those of you who fly online with the pilots of Pacific Airways every Sunday, some may not be aware of the vast number of online events that occur almost on a daily basis on VATUSA and the VATSIM network. Almost every day you can find an event to be part of with multitudes of other pilots from numerous virtual airlines and also non-VA pilots. You just have to look. ARTCCs, FIRs and airspaces as well as airports, some small and large, are manned to provide you with a real-life flying experience, all under the control and guidance of some extremely professional Air Traffic Controllers who also are involved in this hobby. Many are actually real-world controllers as are many of the pilots who fly also real-world pilots. And just like Pacific Airways, free for you.

So where do you find the information on the events? Both VATSIM and VATUSA provide websites to help you. VATSIM lists their events at https://vatsim.net/events and VATUSA has a calendar you can access at https://forums.vatusa.net/?action=calendar. Here you will find information on about every event you can imagine. From local events to multi-area events. There are so many choices, it boggles the mind



But there's more …

Not interested in an event but you'd like to fly with ATC in a more relaxed environment. Great, but how do I find out where ATC is operating? Well, that's simple too. There are several links and programs that will show you where ATC is operating around the world at any given time. A list of the available programs that highlight ATC can be found at https://vatsim.net/docs/pilots/pilots under Who's Online. It will also show you the pilots online as well. You'd be amazed, even on a weekday afternoon, by the number of ATC areas that are manned around the world. If you're a little nervous about flying with ATC then when you connect, connect in Observer Mode and you can watch, listen and even fly around the area and you know what? You can see and hear other traffic and controllers, but they can't see you, you're invisible to them. Pretty cool, huh? It's a great way to get started and learn from the experienced pilots and controllers.

If you have advanced to the levels of X-Plane (as I recently did) or Microsoft Flight Simulator and can fly one of the more advanced aircraft, then you are ready to take the next step and fly online. After all, you joined a Virtual Airline for the opportunities that are so much more rewarding than just flying around by yourself. Take full advantage of it. There are so many pilots here who would be happy to help you get more involved with the Virtual Community. You just have to take that first simple step … ASK!

Aerospace ATR72 added to the fleet



We were recently asked why we didn't have the ATR in the fleet. It's like the Dash-8 in CAT II. So I asked Scott about it and was told,": Yea, I already painted that". Somehow, it didn't get added, it's there now. Go to "Fleet" from your dashboard to download the livery. It's available for FS2020 only

From the Paintshop: Other than the ATR, nothing else has been added to the fleet, but we do have a couple of things on the to-do list. We found a freeware MD-90 for you McDonnel Douglas fans. This plane is good. I use the Rotate md80 which is better in my opinion, but this freeware one is definitely better than the X-plane default md80. I was thinking of throwing some paint on it for another option without paying for the payware plane.



You can find the MD-90 here if you want to give it a look

McDonnell Douglas MD-90 - Airliners XP12 - X-Plane.Org Forum

The other aircraft we are looking at is the x-Trident AW-109 SP helicopter. Our first company helicopter was the A109-e that is only for FSX. This would give the Xplane pilots an Agusta to fly without adding another aircraft to the fleet, since we already have the A109-e.



AW-109 SP-XTrident-AW109 (x-plane.org)

My test flight of the Trident A109 SP went as expected.





From the CEO

For the second month, Pacific Airways has held the #4 spot in vaBase out of 103 active airlines. Great Job pilots. We are back to our regular operations thanks to all the work the IT department, staff and pilots have done over the last year. If anybody wishes to contribute to the cause, our donation page is up and running. Thank you in advance for your help. Pacific is one of the oldest VA's out there and going strong.

ACARS: The IT department has figured out exactly why our ACARS seems to have different readings when compared to other ACARS and landing rate programs. Our developer has contacted the programmer who programmed our ACARS, analyzed all the code. Our ACARS considers multiple variables to calculate the landing rate. In addition to the actual landing rate, It calculates your G-Forces, Speed, Weight and Center of Gravity in the result. Smart Acars, phpVMS and others just report a single landing rate which is often lower than our ACARS including all the extra variables. Is ours more accurate? We don't know, but its nothing we can change or edit. Anyway, that's the reason for the different readings.

STATS

30 Day Statistics	All-Time Statistics
Active Pilots: 34	Active Pilots: 50
Hours: 1,467h	Hours: 8,191h
FLights: 532	FLights: 2,900
Miles: 513,619	Miles: 2,839,190
Fuel Used: 11,650,432 lb	Fuel Used: 62,290,875 lb
Passengers: 70,260	Passengers: 409,364
Cargo: 17,237,654 lb	Cargo: 68,200,400 lb



Best Landing goes to Mitch Clason PAY1992 who scored a -5 at KBUF in the ToLiss A320. Contrats Mitch

Total Flights – Tom Bayard PAY6256

61 flights

Total Distance – Michael Klein PAY3236

72,146 nm

Most Hours – Mitch Clason PAY1992

92.33 hours for May



Mitch Clason PAY1992



Screenshot Gallery Fav's











2024

July



THE PACIFIC JOURNAL

July 2024 Pacific Airways Virtual Airline

Welcome to the July issue of the Pacific Journal. As always, all pilots are encouraged to participate by sending in any newsworthy stories, screenshots to ceo@pacificairways.net

NEWS: This month, like the last few months, the IT department has been at work making your site better than ever. The biggest news is our new Tour system. Thanks to Mike and Serenity for making this happen. Several pilots are already flying tours now, you can find them under Tours and Events.

TOURS: On our site, we have separated the Events and Tours. To clarify, events are our Vatsim Sunday, Flight assignments, memorial, anniversary flights and anything we do with other airlines or on Vatsim like Friday Night Ops etc. Norm oversees scheduling the events. Check with him if you have any suggestions on an event. The new Tour page covers pretty much everything else and has no limits to where we can go and do. Those who have been around awhile will remember the old Charter Center where we would post flights for each hub, then you had to sign up for the flight etc. The Tours are similar. Every tour is open to all pilots all the time. Awards and Experience points are awarded for completing a tour. You can find the tours from the Events/Tours shortcut on your dashboard. Tour flights must be booked and dispatched from the tour page exactly like the events. You can't randomly fly to the destinations without dispatching from the tour page for your flight to count. The tours may or may not have an ending date and require you fly the legs in order. This time, we have gone one step further. All pilots are now able to create and submit tour ideas. Our pilots have good ideas of places to go, we can't think of everything. From your dashboard under Events/Tours, there is a new selection called Activity Submission. You fill out this form with a narrative, name and the legs of your proposed tour. It will be reviewed by the tour director and posted for all to use when approved. The ideas for tours are endless. So far, we have posted several visiting the US, Canada. One follows a highway from Florida to the Canadian border. Some of the ideas that we have had include helicopter and seaplane tours, Alaska bush flights, Hawaiian island hopping, the destinations are endless. Another thing we want to do is follow real world events. We could do things like follow sports teams, concert venues, simulate flying cargo and supplies to disaster areas around the world, things like that. The Tour Center opens the airline like never before. The best part is that you get to participate in what we do and where we go.

RULE CHANGS BEING DISCUSSED: Most of you are thinking, oh no not again, but here is what is happening. Our new webpage with vaBase works great. It's very stable and simple unlike some of the previous software we tried to use. Because vaBase is so simple, it does nothing automated like tagging pilots who haven't flown for 30 days or rejecting a pirep over a set landing rate. This has made it difficult for us to enforce some of the rules the airline has had for decades. What we do know is that we are sticking with vaBase. It's our last software move unless our developer writes his own version of vaBase for us. This is not out of the question but might be way down the line. We have to do all the automation by hand. We have tried a few things, some working well, others just pissed pilots off. It's been a trial and error with rules since we joined vaBase. Our developer has written a workaround which allows us to use automation again. We do not have access to vaBase's database, so we can't change anything about how it works, or access it until now. We now have software that interfaces with vaBase and imports all our data in real time to a secondary database that we have complete control of. Our site now gets its data from the secondary database instead of that of vaBase. With this new control, we can run scripts that searches, sorts the pilots and pireps and automatically tags pilots who haven't flown for 30 or 60 days, put them on leave and send out the email. The secondary database can keep track of pilots' pireps and automatically refuse a pirep that doesn't meet a feet per minute or G force landing minimum. We will be able to set an automated rule set for every flight. No more fines.

Pireps will be rejected automatically from Acars that does not meet the minimums. The rejected flights can still be entered manually. You will keep your virtual location and hours but lose income and experience points. It will be very easy and straightforward from now on. We have not made any final decisions on the numbers, but we are leaning towards a landing rate above -800 from Acars. Above -800 your pirep will be rejected by the system. Other rules we are looking to change include the new pilots who can only fly CAT I and II aircraft for their first 40 hours. VaBase does not categorize aircraft in categories like we have done in the past. Acars does not care what plane you are flying. The routes also are not limited to a specific category of aircraft like we have had in the past. We have decided on a flat hour requirement before a pilot will be able to dispatch the Charter or Random flights from the Dispatch Center. For the first 80 hours, (Which is the rank of ATP Captain), pilots will only be able to dispatch the scheduled flights with no aircraft restrictions. We will know more after the July staff meeting. I will report in more detail once everything is decided. But it looks like the rules will become even more relaxed for most pilots. We are hoping that the automation will not only be easier for us but help gain some membership from pilots who are looking to escape the brutal rules that most other VA's have.

San Salvador Island, Bahamas - July 2024 Highlighted Destination

By Norm Tipton/President and Director of Events

As we venture into the Caribbean at the end of July, having started the month way up north in Canada, one might ask a question. San Salvador Island? What's so special about THAT island? Well, for those who might not remember their grade school history lessons or for our non-American pilots, San Salvador Island is a very important destination. It was here, on October 12, 1492, that Christopher Columbus most probably made his first landing in the New World! 63 square miles in the middle of a huge ocean.

The ships for his first voyage, the Nina, Pinta and the Santa Maria left Spain on August 3, 1492 sailing southward toward the Canary Islands so they could pick up the northeast trade winds. After spending a month in the Canaries, they set sail on September 6. On October 12, land was sighted from the Pinta and the rest is history. They didn't spend much time there basically planting the royal flag and then pressed on for Japan. Little did they know there was a large blockade called North, Central and South America. A simple white cross at Long Bay commemorates the point where Columbus is believed to have come ashore.

Called Guanahani by the native Lucayan Indians, Columbus renamed the island San Salvador or "Holy



Savior", noticing in his journal: "The beauty of these islands surpasses that of any other as much as the day surpasses the night in splendor." The island was taken over by the British buccaneer, George Watling, and he renamed San Salvador after himself, calling it Watling Island. It was not until 1925 that the island's name was restored. **Only 12 miles long and 5 miles wide with a population of 1,200, San Salvador Island is actually the exposed peak of a submerged mountain that rises 15,000 feet from the ocean floor.** The island has miles of pristine beaches, and an emerald-blue sea of such clarity that divers have visibility of up to 150 ft. Challenging reefs and wreck diving can be enjoyed at High Cay, Low Cay and Middle Cay

The airport features quaint terminal buildings as pictured above and has a single runway, 8,000 feet long. It is



located on the northeast side of the island. While the airport does not have an ILS system, there is an RNAV and NDB approach available for runway 10. Surprisingly, the airport has a STAR arrival and SID departure. It does require a back taxi if landing on runway 10, the most likely runway for arrivals due to the prevailing winds. So, keep your approach distances far enough apart to allow for the time needed to complete your taxi.

Not often do we get to fly into history as we will on July 28. Enjoy yourselves and make sure to spend some time and maybe do a few hops around the island in a light plane or helo. "In 1492, Columbus sailed the ocean blue" but we get to fly in.

This month has been a busy month behind the scenes on the website, rewriting some core functionality on how systems interact with each other.

New additions:
Activity Submission: this can be found under 'Events / Tours' then 'Activity Submission', here you can submit tours that you have found or would like to have added to our system, this is the area where you can now submit them for review.

Icons, icons, icons: i have added icons to pretty much all the button events throughout the whole site, making things cleaner and more in line with the modern feel to our site.

Tours / Events addition: Events & tours now show what type of aircraft is suitable for the activity, e.g.: Single Prop, Airliner

Backend updates: by Serenity VP/IT

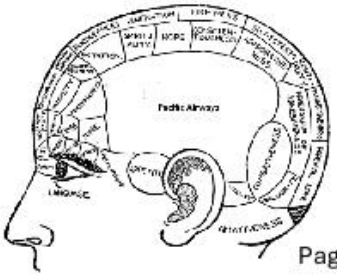
I have implemented a system that will obtain all PIREP submissions from vaBase and will add them to our second database, this will allow for more seamless integration into our upcoming scripts that will decline submissions if they don't meet specific requirements and better statistics for another upcoming feature.

On-leave return automation: our site now has the functionality to put pilots back into active state if they are on-leave and have flown within 30 days. This worker runs every 30 minutes.

Spam registration / contact submission prevention: our site now has a list of over 3000+ domains that cannot be used within registration & contacting, this will limit spam / scams.

CI/CD implementation: continuous integration and continuous delivery/continuous deployment. In very simple terms, CI is a modern software development practice in which incremental code changes are made frequently and reliably, this will allow for more consistent and compliant updates to our sore systems.

That's pretty much all for this month, next month who knows what my mind will come up with next.



From the Paintshop: There have been a couple of new additions to the fleet. First is the Trident Agusta A109SP helicopter for XP12.

You can find the Agusta livery in the Downloads Center under other aircraft.





Next is the long awaited PMDG Boeing 777-300 for FS2020. You can find this livery in the fleet section under Boeing 777. Scott has put in a lot of detail in this plane.





Vatsim Radar: For those of you who are using Little Navmap and find it difficult to navigate, we have found a simpler program that does the same thing called Vatsim Radar. You can find the program here,

VATSIM Radar (vatsim-radar.com)



From the CEO

The airline is doing great. We continue to hold the #4 spot on the vaBase monthly statistic page. Keep in mind, there are over 100 VA's on vaBase including some of the real large airlines, and we manage to hold the #4 spot consistently. I would like to thank everybody who helps make Pacific look good and run so well. There was a time I thought we would never get back to that status.

Have a safe 4th of July holiday - Rich



30 Day Statistics		All-Time Statistics	
Active Pilots:	30	Active Pilots:	54
Hours:	1,134h 47m	Hours:	9,302h 44m
FLights:	429	FLights:	3,319
Miles:	371,319	Miles:	3,202,857
Fuel Used:	7,103,875	Fuel Used:	69,330,668
Passengers:	59,383	Passengers:	468,000
Cargo:	9,069,686	Cargo:	77,125,277





Pilot of the month for June goes to Tom Bayard PAY6256. Tom flew 72 flights for 202.38 hours in June. Congratulations Tom.



Best Landing award goes to

EW Forbes PAY3644

EW landed the Zebo 738 at KAMA at -9fpm

Congrats EW

Landing	Flights	Distance	Hours	
PAY3644 -9fpm KAMA Zebo 738	**PAY6256** 72 flights	**PAY3226** 50,251nm	**PAY6256** 202.38hrs	1ST
PAY1385 -24 KSFO PMDG 739	**PAY2089** 39 flights	**PAY6256** 44,428nm	**PAY3236** 124.46hrs	2ND
PAY6660 -28 CYYT PMDG 738	**PAY5650** 36 flights	**PAY2089** 38,155nm	**PAY2089** 106.33hrs	3RD

Just a reminder, Landing rates for awards and ribbons must be flown with Comercial aircraft from our main fleet. Executive Jets and GA aircraft does not count.

See you in August – Newsletter Staff

2024

August



THE PACIFIC JOURNAL

August 2024 Pacific Airways Virtual Airline

Welcome to the August issue of the Pacific Journal. As always, anybody can submit news, stories, screenshots anytime to CEO@pacificairways.net. Without material, we can't keep this newsletter going.

NEWS: As the airline is running well, there isn't a bunch of news for this issue. There are a couple of things we are working on.

Jumpseat free flying: The number one complaint we hear is the cost of a jumpseat. With the new Tours fully up and running, pilots are needing to jumpseat more often between tours, Vatsim Sundays and their regular flights. Some pilots are even saying they won't spend the money and are not flying Vatsim Sundays because of it. The high cost of a jumpseat is designed to keep brand new pilots from jumping around until they earn some virtual money making flights. Unfortunately, our more senior pilots are stuck with the high cost.

To fix this problem, the IT department has programmed a free jumpseat option for pilots who have 300 or more flight hours. New pilots with less than 300 hours will still have to make jumpseats until they reach their 300 mark.

Here is how it works: Only when you dispatch a flight through our Dispatch Center, the selection of "Open Flights" and "Random Flights" will now allow you to type in a departure airport if you have 300+ hours logged. This only works when flights are dispatched through our site. It will no longer tell you can't make the flight because you are not at your previous location and must jumpseat. This only works when flights are dispatched through our site and you have 300 hours flight time logged.

This is a new idea and a work in progress. Please report by email or on discord if you have any issues with the jumpseat free flying. We will report more on this once we use it for awhile. Enjoy..

From the Paintshop: There is not much going on in the paintshop. Everything current is painted and available on the fleet page and or the general downloads. This means we can move some of the stuff we have had on the backburner to the front of the line. One of the things on the "To-do" list is making a Pacific theme for the Groundhandling Plugin for Xplane 11-12. The loaders, food trucks, busses, stairs etc will have a Pacific Theme. Keep checking the paintshop page in Discord for the latest. I also want to start some polls in discord for future paints Yes or No. It takes hours to paint a plane and there is no sense in spending the time painting something that nobody uses or likes.



From the CEO

I would like to thank everybody for making the airline run so well. We now have a site that is better than anything airlines have in vaBase. We continually hold the 4th position each month out of over 100 airlines. The only thing that is missing are more pilots. We need to start recruiting pilots for our airline. Please help us do this, tell your friends, get involved. Let's find more pilots.

30 Day Statistics		All-Time Statistics	
Active Pilots:	31	Active Pilots:	45
Hours:	1,365h	Hours	10,659h 14m
Flights:	552	Flights:	3,867
Miles:	441,240	Miles:	3,641,099
Fuel Used:	8,113,562	Fuel Used:	77,366,759
Passengers:	67,656	Passengers:	534,559
Cargo:	10,914,483 l	Cargo:	87,922,770

July Awards and The Top 10's

Best Landings



Flight No.	Pilot	Type	Arr	Duration	Landing		
PAY6256	Tom | PAY6256	CYR	KSEA	01hr 34	-12fpm	TBM930	
PAY2082	Robert | PAY2082	CYXU	KSEA	01:44:24	-12fpm	Constellation	
PAY6256	Tom | PAY6256	CYXU	KSEA	02:02:27	-12fpm	Beech 58	
PAY1996	Robert | PAY1996	CYTH	KSEA	02:27:30	-14fpm	C750	
PAY6256	Tom | PAY6256	CYXR	CYYR	01:37:53	-12fpm	MD82	WINNER
PAY6256	Tom | PAY6256	KOTT	KOTM	02:55:53	-14fpm	GA	
PAY6256	Tom | PAY6256	CYCZ	KSEA	02:12:45	-14fpm	GA	
PAY2082	Robert | PAY2082	CYXR	KSEA	01:51:28	-61fpm	B738	2ND PLACE
PAY6256	Tom | PAY6256	KSEA	CYYC	02:12:04	-17fpm	MD82	3RD PLACE
PAY6256	Tom | PAY6256	KSEA	KPDX	02:28:42	-17fpm	CRJ200	

Best landing award for June goes to Tom PAY6256, congrats Tom

For his -12 landing into CYYR with the MD82

(remember, only landings with aircraft from the main fleet count towards the best landing award)

Total Flights goes to Glen PAY1996

Pilot	Total Flights	
Glen | PAY1996	62	1st place
Mitch | PAY982	56	2nd place
Robert | PAY2082	56	2nd place
Tom | PAY6256	40	3rd place
Ben | PAY5653	45	
Mark | PAY6560	43	
Torsten | PAY1381	42	
Rich | PAY1992	42	
Michael | PAY2238	22	
Scott | PAY2080	22	

Total Hours goes to Mitch PAY1992

Mitch | PAY1992	143h 47m
Glen | PAY1928	134h 17m
Michael | PAY3230	126h 26m

Total Distance goes to Mitch PAY1992

Pilot	Total Distance
Mitch | PAY1992	48,453 nm
Michael | PAY3230	48,752 nm
Glen | PAY1928	38,269 nm
[illegible]	[illegible]
Robert | PAY2089	[illegible]
Ron | PAY2602	30,145 nm
Torsten | PAY7382	28,555 nm
Tom | PAY6258	28,043 nm
Matt | PAY8660	[illegible]
Scott | PAY7262	15,920 nm

Pilot of the month for July goes to Mitch Clason PAY1992



It was a close race between Mitch and Glen this time. Mitch won the total hours and total distance, with Glen taking the total number of flights. On Landings, Mitch's best was -46 with the A320 while Glen's best was -66 with the Beech Baron.

Congratulations Mitch

2024

September



THE PACIFIC JOURNAL

September 2024 Pacific Airways Virtual Airline

Greetings Pilots, Welcome to the September issue of the Pacific Journal. As always, send your stories, cartoons and anything newsworthy to

ceo@pacificairways.net

NEWS: We have some big news to share in this issue. Our IT developer has decided to create a complete airline management system just for Pacific Airways. This will be like our own version of vaBase. With this, we will no longer be limited to what we can do because vaBase does not support it. We will have our own ACARS system that calculates our landings several hundred times a second, will consider any bounces and give an average of all the data for a much more accurate landing rate than we have now. We will be able to categorize our aircraft and routes as before, simulate making money for the airline like phpVMS did. There will be more things you can use your virtual money for, lots of other upgrades. The best part will be that everything will be running on the same dedicated server and there will be no "Lag Time" between pages, logging etc like vaBase has. Everything will be completely automated, and we can change settings at will to meet our needs. All our data will be transferred to the new system. Nobody will need to re-register like before. The most that will be required will be to update your password the first time you log in. Work has started and is going well I am told. There is no date yet for completion, best I can say is sometime early/mid next year. There will be many hundreds of hours of coding on this. At some point, we will be asking for beta testers and input from our pilots as to what features we want to see. Go to Discord for the latest on the project. The project will be called **paVMS.**

From the Developer VP Serenity

paVMS (Pacific Airways Virtual Airline Management System) is a ground-up custom written system complete with its own ACARS system, this system will bring events, tours, schedules, open flights, and so much more. This system is written in its entirety for Pacific Airways and will allow for implementation of features whenever we want them.

If you visit **PAVMS DEVLOGS** on our discord server then click on **Announcements** you will see a beta application form, any member within pacific airways will be able to join our BETA program.

Why do we have a beta program for this? To put it simply paVMS is going to be a community enriched project, that means that all the suggestions, ideas, comments & thoughts that go into this project will be done in real-time via our beta testers and will allow for paVMS to be the best it can be and as user friendlyas possible.

I'm going to be the one that will be writing the whole system but it will be our testers that will be the ones thinking up things to add and place on the site & ACARS.

This is all being done for free because i can 😁

Members can join our beta program at any time and as a thanks to the testers their first name and callsign will be added to the credits on the website & ACARS.



From the CEO

We are doing very well. My congratulations to all the pilots who placed in our 4 categories last month. Here is how we are doing the awards and ribbons. There are 4 categories, Best Landing, Most Hours, Most Distance and Most flights. There is a 1st,2nd,3rd place for each of the categories. The pilot who has the best landing of the month in a commercial aircraft will receive the best landing award and $1000 virtual dollars added to their bank. 1st place ribbons add $500, $250 for 2nd place and $100 for 3rd. The pilot who wins the most categories for the month will receive the Pilot Of The Month award and $2000 added to their bank. If pilots are tied winning the categories or if no one pilot wins more than one of the four, Pilot of the month will go to whoever has the highest combined scores of the 4 categories and the best landings for the month. You will see the ribbons on your awards page. Some of our pilots are getting quite a collection.

Something I wanted to mention, our new tours have become very popular and most of our pilots are flying them now. There appears to be a downside we didn't figure on and that is the effect it would have on our Vatsim Sunday flights. The Sunday attendance has gone way down. Pilots have mentioned that they would rather fly the tours than the Sundays. For those of you who are not aware, our Vatsim Sundays are a tradition here at Pacific Airways. We have been flying on Sundays for over 20 years. When the airline first started out and the first 10 years or so, Vatsim Sundays were like the main event. We used to have at least 20 pilots, sometimes more each week. Most all other flying was considered practice for Sundays. Granted, there were not a whole lot of other options back then like we have now. Sundays are still important for the airline. It makes our presence known on Vatsim. Pilots see us each week and look into joining us. Sundays have done a lot for our membership over the years. Controllers get our schedule and show up for us even in remote areas most weeks. I would like to encourage all pilots who want to represent the airline, do your best to make the Sunday flights. There are no time limits on Tours, they can be flown anytime. There is no more jumpseating cost once you reach 300 hours. Please make time for the Sunday flights. See you in the air..



"Fun To Fly Airports"
By Norm Tipton/President and Director of Events

This month for VATSIM Sundays we are visiting smaller airports in the Southeastern USA, from Florida to North Carolina and over to Arkansas. Only one of these airports has an ILS system so actual piloting skills will be required at most. The hope was to spice up the Sunday fly-in and hopefully attract more pilots for our Sunday event, probably the longest continually happening group flight event in the virtual world.

But outside of these events, this can be a great incentive to get you out of your routine scheduled flights and into more adventure. There are some great small airports out there that make flying more fun and more thrilling! Below is a list of some favorites written about in the real world and a couple of my personal favorites. I'm sure you have some of your own but why not give these a try

Sky Harbor Airport, Minnesota (KDYT)
Located on the western tip of Lake Superior, this majestic field is surrounded by sky, nature and water. If you're looking to add a little color to your trip, be sure to visit between September and October to see the fall colors. The unique climatic effect of the region creates a truly beautiful landscape to view from the air. Sky Harbor airport promises a truly unique and fun flying experience for all.



First Flight Airport, North Carolina (KFFA)
On December 17, 1903 the Wright brothers became the first to create successful powered, heavier than air aircraft flight. Go back in time and fly into arguably the most historic airport in terms of aviation in the world. Located in Dare County, North Carolina, First Flight Airport is a must see for any pilot. Be sure to check out the Wright Brothers National Memorial and museum when visiting!



Key West, Florida (KEYW)
If you're looking for a Caribbean adventure but want to stay local, be sure to check out Key West Florida! Get a taste of Jamaican culture and grab a bite at the various local grills, or relax on the pristine white sand beaches overlooking the clear Caribbean waters.



Skagway, Alaska (PAGY)
With a population of only 1,057, don't let that deter you from visiting Skagway in Alaska. More than 900,000 visitors dawn upon this town every year, most travel by cruise liner. Once you get a glimpse of the view you'll have on approach, you will most certainly want to visit by air. This breathtaking view is one of a kind and is rated in the top 10 most beautiful airports in the world to fly into. Located on the eastern bottom corner of Alaska, this airport is easily reachable from the northwestern parts of the United States.



Eagle Creek Airport, Indiana (KEYE)
Fly under Indianapolis IND airspace to Eagle Creek Airport on the NW side of Indianapolis. Most people travel here to walk across the street to one of the best restaurants within walking distance of any airport in Indiana. Ricks Boat Yard Restaurant is ON THE WATER with wonderful views and a great menu.



There are so many great small airports in the US and around the world that will make your flying even more fun. A few that come to mind are:

Lunken Field, OH (KLUK)
Big Sandy Regional, Kentucky (KSJS)
Mackinac Island Airport, Michigan (KMCD)
Campbell County Airport, Tennessee (KJAU)
Ocean Reef Club – Private, Florida (07FA)
Mountain Air – Private, North Carolina (2NC0)
Santa Catalina Airport, California (KAVX)
Monmouth Municipal Airport, Illinois (C66)
Lewis-Cedar Key, Florida (KCDK)
Mustang Beach, Texas (KRAS)

So, leave the big iron at home and get back to real flying or also known as good old "stick and rudder." You'll have a great time, see some amazing scenery and sights and visit some places that have real history. And to get started, try VATSIM Sundays this month and join your fellow pilots at some great small airports scattered around the Southeastern US. Hope to see you there! - *Norm*



Best Landings

Pierre PAY8989 -11 at KMIA in MD80	1st
Mike PAY3236 -13 at LSGG in A320	2nd
Dan PAY2982 -23 at KGUC in CRJ9	3rd

Most Hours

Tom PAY6256	162.25	1st
Ben PAY5650	139.27	2nd
Robert PAY2089	119.44	3rd

Most Distance

Ben PAY5650	51,090	1st
Robert PAY2089	42,240	2nd
Mike PAY3236	31,772	3rd

Most Flights

Ben PAY5650	60	1st
Tom PAY6256	59	2nd
Robert PAY2089	43	3rd



Matt PAY6660

Norm PAY6132

Rich PAY1192

Tom PAY6256



Pilot of the Month

Ben Perdue PAY5650

Ben won 2 of the 4 categories in August – Congratulations Ben

2024

October



THE PACIFIC JOURNAL

October 2024 Pacific Airways Virtual Airline

Welcome to the October edition of the Pacific Journal. Everybody can participate. Send anything newsworthy to ceo@pacificairways.net

Not a lot of news for October, couple of things. The It department continues work on paVMS. Here is what we know so far. Serinity is taking all the popular features from all our past programs and coding them into paVMS. This new program will have it's own dedicated server and be instantaneous when going from page to page, filing pireps etc. No more lag time like we have with vabase. We will have complete control to change, add things when new features in the VA world happen. No more one and done with the software. No more relying on what another programmer decides to add or delete. We do what we want. From my experience, I will say that paVMS will be the best VA management program anywhere on the planet. Currently, we are taking requests from pilots as to what they want to add. In Discord, under paVMS Devlogs, you can share suggestions in the ideas-suggestions page along with keeping track of the progress of the project. There is no date set for when it will be online. Serenity is working on it when he has the time. So far, it's coming along very well. Some of the things we have added include charging passengers a fee and cargo by weight to simulate making money for the airline again. Pilot pay will be based on your rank and hours. Higher ranks will make more money as it should be. Aircraft will again be categorized as CAT1-CAT6 as before. Both ACARS and Manual pirep will require pilots to choose their aircraft from a drop-down menu. Pilots will be restricted by their rank and hours as to what aircraft they can use for flights. This allows us to follow our rules regarding new pilots having to make lower category flights until they reach the hourly mark to fly the larger aircraft. There will be some open selections for GA and Other aircraft that are not categorized like business jets, float planes etc. It's a work in progress, I will keep you updated here in the newsletter.



From the CEO

My congratulations to all the pilots who have earned ribbons and awards for September. Our vaBase program is running well. We will be fixing any problems, but no further work will be done on our vaBase program due to the new program coming out. Our numbers are still not where we would like. Currently, we have 44 active pilots. The airline has always run with a smaller roster of all active pilots rather than having hundreds on the roster and most never fly. We have a 30-60-90 day process for inactive pilots. In 30 days, pilots are sent a reminder to fly. All a pilot needs to do is file a flight before 60 days to go back to active again. After 60 days, the pilot is placed on suspension. Another reminder-warning is sent out to suspended pilots who must contact us to be taken off suspension before they can file another flight. If a pilot does not contact us within 90 days, they are removed from the roster. As a reminder to all, if you plan on not flying for whatever reason, if you request an LOA from your profile page, the system will ignore you for the time you set on your LOA request. We are hoping that the term "If you build it, they will come" will start working soon. Take Care, see you next month – Rich



30 Day Statistics		All-Time Statistics	
Active Pilots:	32	Active Pilots:	44
Hours:	1,032h	Hours:	13,131h 9m
Flights:	395	Flights:	4,829
Miles:	348,094	Miles:	4,435,426
Fuel	6,561,038	Fuel	93,426,970
Passengers:	46,247	Passengers:	638,868
Cargo:	7,530,333	Cargo:	105,923,667

Best Landings

EW – PAY3644	KABQ to KLAX	737 Zebo	-2 FPM	First Place
Robert – PAY2089	KSTL to KLAS	B737	-6 FPM	Second Place
Tom – PAAY6256	KMCI to KMIA	Md-82	-6 FPM	Second Place
Dan – PAY2982	KDEN to KBZN	CRJ900	-15 FPM	Third Place

Most Hours

Tom – PAY6256	166.58 Hours	First Place
Ben – PAY5650	132.43 Hours	Second Place
Robert – PAY2089	86.58	Third Place

Most Distance

Ben – PAY5650	48,784 nm	First Place
Tom – PAY6256	40,152 nm	Second Place
Robert – PAY2089	33,477 nm	Third Place

Most Flights

Tom – PAY6256	66 Flights	First Place
Ben – PAY5650	55 Flights	Second Place
Matt – PAY6660	29 Flights	Third Place



Pilot of the Month
September 2024

Tom – PAY6256

Tom won 2 of the 4 categories and perfect attendance - Congratulations



Tom – PAY6256
Matt – PAY6660
Rich – PAY1192
Norm – PAY7260



An Airbus 380 is on its way across the Atlantic. It flies consistently at 800 km/h at 30,000 feet, when suddenly a Eurofighter with a Tempo Mach 2 appears.The pilot of the fighter jet slows down, flies alongside the Airbus and greets the pilot of the passenger plane by radio: "Airbus, boring flight isn't it? Now have a look here!"He rolls his jet on its back, accelerates, breaks through the sound barrier, rises rapidly to a dizzying height, and then swoops down almost to sea level in a breathtaking dive. He loops back next to the Airbus and asks: "Well, how was that?"The Airbus pilot answers: "Very impressive, but watch this!"The jet pilot watches the Airbus, but nothing happens. It continues to fly straight at the same speed. After 15 minutes, the Airbus pilot radios, "Well, how was that? Confused, the jet pilot asks, "What did you do?"The AirBus pilot laughs and says: "I got up, stretched my legs, walked to the back of the aircraft to use the washroom, then got a cup of coffee and a chocolate fudge pastry."The moral of the story is: When you're young, speed and adrenaline seems to be great. But as you get older and wiser, you learn that comfort and peace are more important.This is called S.O.S.: Slower, Older and Smarter





See you next issue....

Isn't the world a small place?"

2024

November



THE PACIFIC JOURNAL

November 2024 Pacific Airways Virtual Airline

Welcome to the November issue of the Pacific Journal. As always, anybody can contribute to the newsletter. Send anything you have that is newsworthy to ceo@pacificairways.net

paVMS: Our new program is going well. We have run into a couple of unexpected glitches like communicating with Simbrief and the moving map. We are working through it one thing at a time. We are hoping to start some testing in the next few weeks. **Here is a note from the programmer:**

paVMS (Pacific Airway Virtual Management System) is making great progress in its development stream. Most of the work up to this point has been mainly backend core functionality regarding api implementation, handling user role permissions.

The ACARS platform's progress was quite slow until recently as I needed to implement the main api functionality in order for the acars to work.

But over the last couple of weeks I have been working quite a lot on the acars application with FSUIPC integration, which requires extensive programming to work with the fsuipc sdk but I am indeed making progress.

There is no ETA on when we will be releasing it to our pilots but internal beta testing for our testers will commence within the next few weeks.

Current development time invested is 130 hours based on my time tracking system I use, and there are many, many, many more hours to go.

That's all for now. – *Serenity*



The airline continues to do very well. Some of you might not realize that while we are part of VAbase, there are over 100 airlines that share information with them. There is a website you can go to see how Pacific rates with the other airlines - https://www.vabase.com/airlines

Pacific is currently holding 4th place out of 95 airlines. We have not been lower than 5th place for many months. Many of the other airlines are larger than we are. This shows you how well we are doing and how many hours our pilots put in . My thanks to all the pilots who make the airline look and run great. My congratulations to all the pilots who earned ribbons for October. A special shout out to Tom Bayard PAY6256 who for the first time ever won every single category in the monthly stats. Keep up the good work.

Fly the West Coast's Less Visited Airports
By Norm Tipton/President and Director of Events

This month Pacific Airways celebrates its 27th year as a Virtual Airline, an outstanding achievement. You can probably count on one hand the number of airlines that have achieved this feat. We'll celebrate this by flying the West Coast of the US starting in San Diego (one of the top 10 dangerous airports) and culminating in our 27th Anniversary Flyin to Seattle, Pacific's HQ. I hope as many of you as possible can join your fellow Pacific pilots on that day. It'll be a great day, and you can even receive an award for being there!

In the meantime, as you make your way up the coast, take the opportunity to fly into some less visited but unique airports along the way. As I did in September highlighting some small airports around the country,

this time I want to let you know about these airports conveniently within the range of our VATSIM Sunday destinations. I think you will really enjoy the diversion and diversity. Plus, I've included simulator pictures so you get a more realistic (to us) view of the airports.

McClellan-Palomar Airport, Carlsbad, CA (KCRQ)



McClellan–Palomar Airport (Palomar Airport) is a



public airport three miles SE of Carlsbad, California. It is owned by the County of San Diego. The airport is used for both general and commercial aviation. As of March 2013, the airport was the fourth-busiest single runway airport in the United States.
The airport is named for Gerald McClellan, an aviator and civic leader in San Diego's North County area. Longest runway is 4,897 ft.

Brackett Field, La Verne, CA (KPOC)

Brackett Field is a public airport a mile SW of La Verne, California. It was named after astronomer Frank Parkhurst Brackett (1865–1951). Brackett Field has a long history. In 1911 Calbraith Perry, "C.P.," Rogers landed his Wright Flyer Biplane nicknamed the "Vin Fiz," after the carbonated soda produced by the sponsor of the first flight across the United States, near what are now two parallel runways. Brackett Field originally consisted of a dirt strip cut out of a field in the late '30s. The original runway was 2,600 feet of dirt and there was a school for student pilots from Pomona College. Longest runway is 4,840 ft.



Catalina Airport is a privately owned airport located 6.4 miles NW of Avalon, California, in the middle of Catalina Island. The airfield is known as the "Catalina Island Airport in the Sky" because it lies near the island's highest point at an elevation of 1,602 ft. All roads to the airport from the island's population centers climb steeply upward. The airport opened as Buffalo Springs Airport in the spring of 1941, as a private airport. In the autumn of 1942, the United States Army Air Forces (USAAF) took control of the Buffalo Springs Airport for the duration of World War II. In 1946 the field began operating as a public use airport, called Catalina Airport. The longest runway is 3,000 ft.

Modesto City-County Airport / Harry Sham Field, Modesto, CA (KMOD)



Modesto City–County Airport (Harry Sham Field) is two miles SE of Modesto, California and was the nation's first municipally-owned airport, opening in 1918. The airport started with a single runway; a second was added in the 1950s. During World War II the airport was Modesto Auxiliary Airfield (No 3) and was an auxiliary training airfield for Stockton Army Airfield. In 2023, the Airport hosted the Commemorative Air Force Central California

Valley Squadron which showcased planes from World War II. The longest runway is 5,904 ft

California Redwood Coast – Humboldt County Airport, Arcata/Eureka, CA (KACV)



Also known as Arcata–Eureka Airport and Arcata Airport, it's in Humboldt County, CA, 8 miles N of Arcata and 15 miles N of Eureka, in McKinleyville. The airport was built by the United States Navy during World War II to test defogging systems. In December 1947 a Southwest Airways Douglas DC-3 made the world's first blind landing by a scheduled commercial airliner using Ground-Controlled Approach (GCA) radar, Instrument Landing System (ILS) and Fog Investigation and Dispersal Operation (FIDO) oil-burners next to the runway. By the following year the airline had made 1,200 routine instrument landings at the often fog-shrouded airport. The longest runway is 6,046 ft.

Friday Harbor Airport, Friday Harbor, WA (KFHR)



Friday Harbor Airport is a public use airport located just SW of the town center of Friday Harbor on San Juan Island in the U.S. state of Washington. It is owned by the Port of Friday Harbor. The Roy Franklin Terminal accommodates over 10,000 passengers each year with scheduled air service to Seattle, Bellingham, and Anacortes and charter service to other destinations. The airport is located within easy walking distance of downtown Friday Harbor. The longest runway is 3,402 ft.



On November 24th, we will be celebrating our 27th anniversary. Pacific Airways was established in 1997. It was a small airline with only two hubs, Seattle and Denver. Shervin and Kenric were the founders of Pacific. It was a sister airline to American Flight Airways to fly shorter domestic routes on the west coast IE the name "Pacific". The first aircraft flown was the 727-100, along with the 707, DC10 and 737-200 all using FS9 on Windows 95. We first used a voice program called Roger Wilco along with our own server to connect multiplayer. In the same year 1997, Pro Controller and Squawkbox were developed to connect to a new network called SATCO that eventually became Vatsim. The rest is history. Pacific was there when flight sim first became a hobby. I often wonder how many pilots in our 27 years learned flying for Pacific, then went on to become actual pilots. What you may not know is the current top 3 executive staff members (CEO, COO, President) have been with the airline for most of it's life and we are still going strong.

We would like to invite everybody to the Vatsim Sunday group flight on 11/24/2024 into Headquarters Seattle. Award and XP awarded for those who attend. Must be flown online at the time of the event. See you there..

Stats and Awards

Best Landings

Tom Bayard - PAY6256	**-3 at KLDH – MD82**	1st place
Mitch – PAY1992	**-11 at MMCU – A320**	2nd place
Norm – PAY6132	**-21 at KFNL - B738**	3rd Place

Most Hours

Tom Bayard - PAY6256	**166.28**	1st place
Glen – PAY1996	**131.64**	2nd place
Mike – PAY3236	**129.11**	3rd Place

Most Distance

Tom Bayard - PAY6256	**61,273**	1st place
Mike – PAY3236	**53,001**	2nd place
Glen – PAY1996	**44,144**	3rd Place

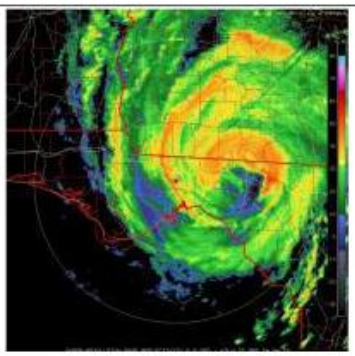
Most Flights

Tom Bayard - PAY6256	**59**	1st place
Ben – PAY5650	**49**	2nd place
Glen – PAY1996	**42**	3rd Place

Hurricane Helene Relief Event



Matt
PAY6660
Norm
PAY6132
Tom
PAY6258
Rich
PAY1192



PAY6636
PAY1996
PAY1192
PAY6660
PAY2048
PAY3644
PAY6256

Hurricane Milton Relief Flights



PAY6660

PAY1992

PAY6256



Tom PAY6256

Tom won all 4 categories, had perfect attendance with flight assignments and completed both Hurricane flights.

Congrats Tom, great work. - Rich



The fly-by-wire A380 for FS2020 Pacific Livery is available on the fleet page. Thank you Scott.



Vatsim Sunday flight into San Jose had 10 pilots attending. Nice turn out, keep up the great work..



Remember to release

Your parking brake



2024

December



Pacific Airways

isn't the world a small place?

THE PACIFIC JOURNAL

December 2024 Pacific Airways Virtual Airline

Welcome to the December issue of the Pacific Journal. Pacific wishes everyone Merry Christmas and a Happy and safe new year. As always, anybody can participate in the Newsletter. Send anything you have that's newsworthy to

ceo@pacificairways.net

PAvms is coming along very well. We have run into some issues with integration with FSUIPC and XUIPC into our new Acars. Several re-writes of the code have been necessary and that' what's taking the most time right now. When these issues are solved, it should go fast from there. Most of the internal code has been written and tested. We will soon start beta testing. When we test, it will be a bare bones system. Mostly just using Acars and logging flights to start, then all the bells and whistles will be added. If you want to be a beta tester, contact Serinity.

From the Paintshop: We are working on two paints at the moment. The first is the Toliss A330. The other is a repaint of the original 727-100 passenger from the Millennium Club. This was our very first aircraft which will be painted in our original livery from 1997.



This is what it will look like. The plane is the FJS 727 series pro on Xplane 11. If you want to fly a bit of Pacific history, this is the plane to have. It's in celebration of our 27th anniversary, heading towards the 30-year mark.



From the Desk of the CEO

Pacific continues to do very well. We maintain a solid 4th place among all the airlines in Vabase. There are around 100, so that is saying something that we are 4th place. Keep up the good work, it's you that makes us look good. My thanks to everyone who attended our 27th Anniversary flights. There were 12 pilots attending, not a record, but a good turnout. Couple of things, I want to first ask pilots and staff to be more involved in the newsletter. We need more regular columns, stories, jokes, cartoons etc to put out a good letter each month. Without regular material, the newsletter may go to a quarterly instead of a monthly in 2025.

When we first started in VaBase, I made a rule that staff members were not eligible to receive the pilot of the month award. Back then, we had less pilots and most flying were made by staff and we wanted others to be able to receive the award. Now, we have many power flyers competing each month and staff should be included, so I am reversing that rule. Shall the odds be forever in your favor... Please Have,



Monthly Stats November 2024

Best Landing

PAY8989 Pierre	-3 FPM	Into MDPC with the A318
PAY6256 Tom	-6 FPM	Into KMIA with the MD-11
PAY3236 Mike	-13 FPM	Into PACD with the A330

HOURS

PAY3236 Mike	172.6 Hours
PAY5650 Ben	113.49 Hours
PAY2089 Bob	100.18 Hours

DISTANCE

PAY3236 Mike	67,033 NM
PAY5650 Ben	41,293 NM
PAY2089 Bob	37,899 NM

FLIGHTS

PAY5650 Ben	50 Flights
PAY1992 Mitch	38 Flights
PAY3238 Mike	34 Flights

Pilot of the month



PAY3236 – Mike Klein

Mike won 2 of the 4 categories and had the 3rd place Landing
Congratulations Mike



30 Day Statistics		All-Time Statistics	
Active Pilots:	37	Active Pilots:	55
Hours:	1,211h 56m	Hours:	15,886h 11m
Flights:	423	Flights:	5,799
Miles:	411,034	Miles:	5,381,795
Fuel Used:	9,333,010 lb	Fuel Used:	114,805,211
Passengers:	67,919	Passengers:	782,221
Cargo:	8,503,771 lb	Cargo:	177,187,891 lb



Speedbird 206: "Frankfurt, Speedbird 206 clear of active runway."

Ground: "Speedbird 206. Taxi to gate Alpha One-Seven."

The BA 747 pulled onto the main taxiway and slowed to a stop.

Ground: "Speedbird, do you not know where you are going?"

Speedbird 206: "Stand by, Ground, I'm looking up our gate location now."

Ground (with quite arrogant impatience): "Speedbird 206, have you not been to Frankfurt before?"

Speedbird 206 (coolly): "Yes, twice in 1944, but it was dark, -- And I didn't land.

Halifax Approach: "Vanda 851 with you out of 13,000 for 10,000, requesting runway 15.

"Halifax Approach (female): "Vanda 851, Halifax, the last time I gave a pilot what he wanted I was on medications for three weeks. Expect runway 06."

Pilot: "Approach, UKay 303's with you at 8000' request vectors for ILS, full stop.
Approach: "Unable UKay 303. The ILS is out of service."
Pilot: "We'll take the VOR then."
Approach: "Sir, the VOR's in alarm right now. Standby."
Pilot: "OK, guess it'll have to be the ADF then."
Approach: "303, unable the ADF right now because of traffic saturation."
Pilot: "OK, approach. State my intentions."








pacific




Pacific Airways
Anniversary Flyin
27
ANNIVERSARY
11/24/2024
Seattle, Washington (KSEA)















2026

2026

April



THE PACIFIC JOURNAL

April 2026 Pacific Airways Virtual Airline

Welcome back to the Pacific Journal. It's been a while, but now that the airline is back on its feet, it's time to get back into the newsletter game again. As always, send your jokes, stories, news or anything clean to publish to the Journal to --

Mail the Newsletter



From the CEO's Desk

Greetings Pilots – Firstly, I would like to welcome and thank all the pilots who stood with us and re-joined the airline after our downtime. Currently, we have 45 pilots who have joined again. We barely made our Vatsim Audit this quarter due to lack of pilots. We're back and good to go now. I feel as though I need to tell the story of how and why we were down so long and how we got there. It was mostly a run of bad luck. In around the year 2000, one of our pilots, Dr. Alan Chamberlin. who was literally a rocket scientist with NASA, wrote an airline management program specifically designed for Pacific. In its day, it was the best airline software out there. That program ran for about 15 years. Over that time, we had several different programmers who modified it. This was way before any Acars programs or anything modern that is standardized with all airlines now. Our programmer at the time, who was the only person who understood the system and could keep it running just quit the airline one day, said he didn't have the time anymore. The original program from 2000 was failing, piece by piece. Pacific was behind the times with no Acars, automatic logbooks etc. We were literally losing pilots who wanted these features. When the program got to the point where it wouldn't work anymore, we decided we needed an upgrade. We found a programmer and hired him to create a new website and management system based around the PHPvms program. We paid him $4000 for the project. In short, he did a minimum of work, then disappeared leaving us holding the bag. When we tracked him down, we found out he had been in and out of jail for fraud, taking money from customers for projects and bailing out. With that money and time gone, we were again left without a programmer. So, for the third time starting from scratch, we went with VAbase. A yearly payment management system for airlines without their own website. VAbase was very basic and we had to change the way we run our airline due to the lack of features, but at least we had an acars and basic management software. We knew VAbase would be temporary but were out of options as far as having a program of our own. About 2 years went by using VAbase and it was really getting bad. Very slow. Airlines were starting to leave VAbase for greener pastures. Then we had a couple strokes of luck for Pacific of which we were way past due for. We built a friendship with FedEX Virtural, exchanging pilots, having group flights etc. The owner Garen, who is a developer, helped us manage our site with VAbase. One of the pilots we acquired from FedEx was our current developer, Serenity. One day out of the blue, Serenity contacted me and said he was a programmer and heard we could use some help. I believe "Hell Yes" was my response. Over the next few months, Serenity developed a custom website adding the features we needed to run the airline while still using the VAbase software. For the first time in years, we had a decent system and began to pick up pilots again. Although VAbase was slow and there were other problems, we decided to live with it.

Because VAbase was so bad, Serenity decided to take on the challenge of developing his own airline management system that you now know as PAYvms. It took 18 months of development to the point where we could start testing it. PAYvms has over a million lines of code, and 8030 hours' time. The testing went slow; there were many bugs to work out. Finally, when PAYvms was nearly ready to be released, our yearly dues to VAbase came due. VAbase would not allow us to go month by month, only yearly. We estimated that only a couple of weeks were needed before the PAYvms release, and we didn't want to pay for another year of VAbase (which wasn't cheap) to only use it for a couple of weeks. So, for the 4th time, the airline was put on hold waiting for a new program. This is where bad luck struck its ugly head again. The two weeks turned into 2 months. Serenity suffered some medical problems, putting him in and out of the hospital for weeks. He had several surgeries and between them when he felt up to it, he worked on PAYvms on his laptop from his hospital bed. As of right now, PAYvms is online and fully functional. It's been working without a hitch for a couple of weeks now. Serenity wanted me to relay to you that the program, although it may seem complete, is still in Beta and is considered bare bones. There are many more ideas and features to be added over the next year. We will run two versions of the software. The live site and the beta test site. All new features will be tested on the Beta site until it works 100%, then transferred to the live site. Expect some minor bugs and frequent Acars updates over the next few months. Serenity is now our Airline President. A simple thanks just wasn't enough. I'm looking forward to another bright future for Pacific Airways.

IN THE NEWS: As you can imagine, the big news is PAYvms. I want to go through some of the features of the program and some basic instructions. In the beginning, we sat down with the developer and discussed how we run the airline. Features we needed, our rules and regulations were all built into PAYvms. The other program Vabase was very basic, and we were unable to enforce our rules and it was kind of a free-for-all as far as flights, aircraft and such. Behind the scenes, PAYvms is totally automated. It keeps track of everything we do. The program automatically flags pilots who have not flown for 30 days, which has been a rule we have enforced for 20+ years. In 30 days, pilots will be placed on inactive and receive an email from the Airline Stewardess with a friendly reminder to make a flight. If a pilot makes a flight, before 60 days, they go back to active, and all is good. I believe the system tracks flights for the 30 days since your last flight. It doesn't go month to month. If a pilot hasn't flown for 60 days, the Airline Stewardess emails out another warning and notification of suspension. Once on suspension, a pilot will have to contact one of the staff to be taken off suspension and must make a flight in a reasonable amount of time. In 90 days, an attempt will be made to contact a pilot by a staff member, and they will be taken off the roster if there is no reply. Remember that another long-time rule is that you must maintain a working email address. You can change your email, password etc. in your profile.

Having been with so many other management programs over the years, we have learned what features we like and dislike. What works and doesn't work. All these have been incorporated into PAYvms. Another thing our program does is keep track of who is flying on Vatsim and who is offline. We are subject to a Vatsim audit every 90 days to maintain our partnership status. We are responsible for researching and reporting to them a minimum of 15 active pilots having flown a minimum of 50 flights over the previous 90 days. With a click of a mouse, PAYvms makes a spreadsheet of exactly how many pilots and flights were made online. Makes this audit which usually takes hours to complete, easy.

I want to go over some features of PAYvms. When you go to pacificairways.net, it will take you to a splash page that the public sees. From there, you can enter the Crew Center using the email and password you gave when you filled out your application. This same mail and password are also used to sign into the Acars program. We use the Captcha security for all passwords. If you change your password, it requires a minimum of 8 characters, one capital, one number and one special character like ! $ % etc. This is the same security you might have run into when using banking and other online programs.





Once in the Crew Center, it takes you to the dashboard. Here you can see all the airline activity for the day, who is flying with a moving map. There is a dark and light mode for the site. The photo above is the dark mode. Change it here (green circle). If you click on your name (blue circle), it brings down your personal menu where you can access your profile, submit a manual pirep, Jumpseat and change your account settings. Under Account Settings, you can change how your dashboard looks, change your email and password, upload an avatar and a new feature, you can create and upload a personal banner and slogan which will be shown on your profile. Your logbook is located under "My Profile". Along with your stats, landing rate average and revenue. Pilots earn virtual money as per the miles flown instead of by the hour. The pay now increases per your rank instead of everybody making the same amounts. Another new feature, you can now follow other pilots like a social media program. It will notify you where your followed pilots are, when they flew etc. Cool Stuff.



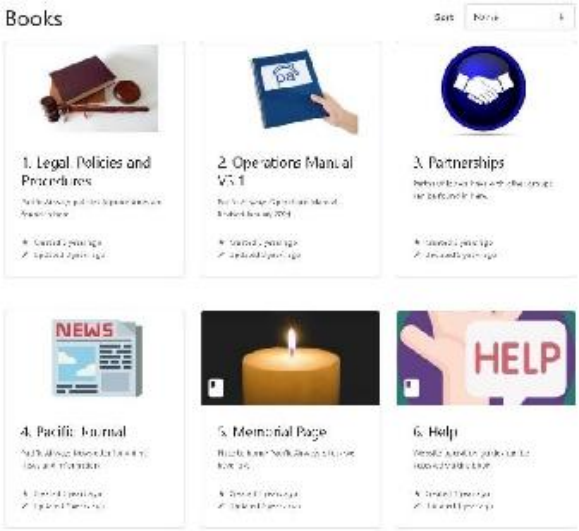
On the left side of the dashboard, there is a main menu of goodies. Clicking Dashboard, brings you back to the dashboard page from wherever you are. Route Map shows a map of all our 3000+ routes. You can search and see routes on the map from a specific airport or your current virtual location. Neat way to see all the options together and choose where you want to go. The next page is Scheduled Flights. This is where you find all our current routes. Once you choose a route, you will need to book your flight. PAYvms works a little differently than previous programs. Most other Acars programs work independently from the website, and you must type in your flight details directly into the Acars window. Our Acars program is just a notification window telling you what is happening with your flight. All the calculations are done from the website on the main server. Our Acars uses none of your CPU or resources. Every flight is booked on the website and all the info is transferred to Acars. You only have to type stuff in once now. You can book your scheduled flights directly from the Scheduled Flights page. There is an option for Simbrief creating directly from our website. You don't even have to go to the Simbrief website. The other option is the internal flight creator. Here you can make up your own flightplan and details if you don't use simbrief. Once your flight is booked, it appears in your Acars window, and you are ready to fly.

The next section is Flight Center. Here is where you can access the Open Flights and Random Flights. Another feature we have been unable to use is the Elite pilot status. Earlier, you had to fly 1000 hours to reach the Elite status. That number is now 300 hours. At 300 hours, at the rank of ATP Senior Captain, the Open and Random flights open in the Flight Center, and you can fly anywhere you want even outside the scheduled flights without having to jumpseat. The newest section for Elite pilots is the Random Flight Generator. You can give a departure; flight duration and airspeed and the system will generate suggestions of places to fly. This random generator uses the entire airport database of 16,000 airports to suggest flights. The flight generator will frequently find airports that Simbrief doesn't recognize it's so complete. If you want to go somewhere you have never been, this is a way to find it.

Next is the Download Center. Here on a single page, you will find all the pertinent downloads for the airline. Currently, there is only the Acars and Fleet download available. Later, there will be lot of stuff to choose from. The Fleet Download is different from before. Earlier, there was a separate page for each aircraft with information about each plane that nobody paid any attention to. Now the aircraft

liveries are on an external drive, and all are available from a single link. When selected, it takes you to the main folder, you choose the plane you are looking for, then the simulator you use, then the files available for download. This is way easier having everything in one place. Also easier to upload and make changes to files. Folders include Silverjet, Millenium Club and Other Aircraft that we have painted and approved for flights and or special events. Other stuff we have painted are also there including the follow me car, ground handling vehicles and all the CSL files for Xpilot.

We have brought back the Operations Center. This is something that is exclusive to Pacific Airways. The operations center works like a bookshelf where you can find our policies and procedures, operations manual, partnerships, memorial pages, help and previous copies of the Pacific Journal.



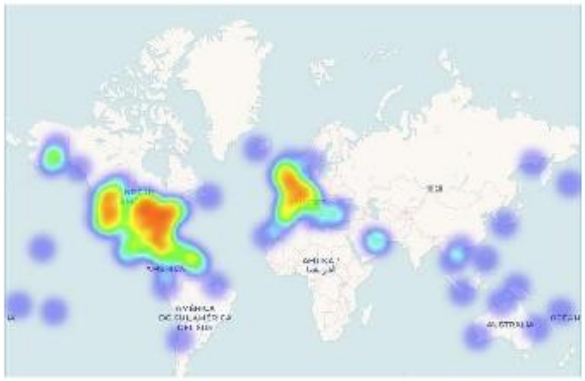
From the Paintshop:

The Toliss A340-600 for MS2020-24 is available in the fleet download as well as the PMDG 737-800 for FS2020-24.





Please contact Scott if you have any problems installing the aircraft. Great job…



Another interesting feature is the Heat Map. This shows where Pacific pilots have flown the most in the world. This resets each month. Literally you can see what's hot and what's not.

NEW STAFF MEMBERS-changes: We have added two new staff members to help the airline run smoothly. I would like to welcome Vice Presidents Gordon Grant PAY1985 and Robert Barrows PAY2089. Gordon will serve as a VP of future developments and manager of online events. Robert is the VP of Logistics. Robert will maintain the website on a day-to-day basis, monitoring pireps, signing on new pilots, fixing logbooks and keeping track of the 30-60-90 day flying rules. Due to our lack of pilots at the moment, we are deleting the Regional and Hub Director positions. We may revisit those later once our numbers come up. Welcome gentlemen to the PAY staff.

April Vatsim Sundays and Flight Assignments:



This month, we will doing some island hopping. A couple of smaller airports, great for GA. Next month will be Cargo Month – See you there…

2026

MAY



THE PACIFIC JOURNAL

May 2026 **Pacific Airways Virtual Airline**

Welcome to the May issue of the Pacific Journal. As always, send in anything you wish to share with pilots and the public. Stories, jokes, screenshots are welcome. Send it to: Mail the Newsletter

WHAT'S NEW: Pacific continues to climb. We are nearing our cruise altitude running on full throttle. We have 9240 pireps logged to date with minimal issues. There are however a couple of bugs to report. Pilots who make long flights are reporting that their flights never make it to their logbooks. Pressing "End Flight" and nothing happens. We have discovered that a program we use called Cloudflare will time out on long flights. This happens especially when the plane is left to fly on its own without any input from the pilot like pressing a button or moving controls for hours. Cloudflare times out and disconnects the ACARS long enough to lose data and it won't continue when the connection is reestablished. Our developer has addressed this issue with a new ACARS version and a new way to report flights. Now your flight data is saved in real time on the website as well as Cloudflare. If ACARS loses connection with the API because of an internet issue or due to Cloudflare, the flight will pick up where it left off using the stored data from the website when it reconnects. There is a new button on the ACARS window where you can re-submit your flight if for some reason End Flight doesn't work. You can also start ACARS and submit your flight manually after the fact in case it didn't work, or you forgot. This only works with the last flight you made. The new logging is still in the development stage but seems to do what it is supposed to do so far.

Another issue we have had has to do with your Simbrief flights and departure times. We have found that if you prefile your Simbrief flight on their website IE: generating your flight the day or some hours before you leave, ACARS will show that your departure time was 24 hours late and it will reject the flight. Make sure you file your Simbrief flight through our website, or just before you plan to leave from their site before you import it. We will address this bug in a later update. Another issue is with fueling your aircraft before starting ACARS. If you fuel after starting ACARS, it calculates the fuel you had when you started ACARS and will show you running out of fuel and rejecting your flight.

STAFF MEETING: The staff had a formal meeting, the first one we have had in 2 years. We agreed to a meeting format and will attempt a monthly meeting if there are enough topics to discuss. We might switch to a quarterly meeting which will be every 3 months if necessary. New management roles and responsibilities were discussed. We also need to update our Operating Procedures and manual to include how PAYvms works. Pacific is looking into joining "Say Intentions" as an airline partner. Once a member, PAY pilots will receive a discount on their service. Realistic AI ATC for MSFS & X-Plane + MSFS 2020/24 AI Traffic | SayIntentions.AI

PAINTSHOP: We have some stuff going on in the Paintshop. Scott has been hard at work on the Citation X for FS2020-24. It's available on the fleet download / Silverjet folder.





From the CEO: We are doing very well overall. We have 54 pilots to date with 7 inactive. To the inactive pilots, please fly soon. I did not think we would have as many pilots this fast. It's really coming back together. The new website is running very well. It's doing a lot of things automatically that we used to have to do by hand. We are back to full staff with each of us doing their parts and everybody now has more time to fly and enjoy the airline. We continue to identify bugs in the new program and make repairs. Remember, this new site and management program was developed from scratch. Nothing was taken from anybody else's programs, so there will be some bugs. So far, nothing major yet. Our staff emails are in the works. You will soon be able to contact us with a pacificairways.net mail address.



May is Cargo month. We have scheduled our Sunday flights with our friends at FedEx VA. Our first flight to Memphis had 14 planes from both airlines attending. Great job putting these together guys.





Message from the Events coordinator: Hello form Dawson Creek, BC, Canada and the desk of the VP of Future Development and Events. I'm honored to hold these positions with Pacifc! For those that do not know, I entered this organization with my first fight with American Flight Airways, then part of the Pacifc Group, on October 12th, 2005. I have held many positions, none more important than this one. I am proud to be part of growing this VA.

As VP of Future Development, I will be closely working with the senior team to ensure that we continue to develop partnerships, online presence and long-term developments for Pacifc Airways.

They will be in line with the visions our CEO and COO have for this airline.

As for our events, I have big plans. Thanks to Garren (PAY6746), the CEO of FedEx Virtual Airlines (FDXVA.org), May is our first joint airline flyin on Sundays. Exciting time this month as we double our arrivals at specific airports. Look out ATC, we are on our way! As we are flying cargo, we will be going to some big areas including Phoenix, Seattle, Los Angeles and Denver. June will bring us to Airforce Base month. We will be crisscrossing back and forth between Canadian Air force Bases and US Bases and finishing up in Goose Bay Newfoundland. And yes, you can haul the big military aircraft out of moth balls for this month.

I know soon, our President Serenity (PAY2981) will have news spots available on our main page so we can update events as we go. So, for now, I will keep you in suspense for anything after June. I am completely open to requests for our Vatsim Sunday events, so please feel free to send me an email for now to gordonllgrant@gmail.com or PM me on Discord.

This is an exciting time for Pacifc Virtual Airways. It doesn't get any better than this, enjoying real time events with friends from all over the world. Looking forward to seeing you out there! The world really is a small place.

Cheers All, Gordon Grant PAY1985

VP Future Developments & Events

2026

June



THE PACIFIC JOURNAL

June 2026 Pacific Airways Virtual Airline

Welcome to the June edition of the Pacific Journal. As always, send anything you wish to share to the newsletter. Stories, screenshots, jokes, news, anything that is appropriate to publish.

Email the newsletter - ceo@pacificairways.xyz

We have had a few important upgrades to our website. We now have a mail server and have reinstated the staff emails. Check this page for the new staff contact emails.

https://pacificairways.net/team

Another upgrade we have been wanting is a company statistic page. Our developer has programmed a database search page which will instantly show flight and pilot statistics like the best and worst landing rates, who made the most flights or the most hours. New stats like who flew the most passengers or cargo, who made the longest fight or logged the most hours over a specific time. When we were with VAbase, we had to manually look up these statistics for monthly awards and choosing Pilot of the Month. This can now be done with a single click anytime we need to. An awards page as well as a tour and events page are in the works for future additions to PAYvms. For now, the awards will start again, but only in the newsletter for now.

As I mentioned in an earlier newsletter, we are an airline partner with Vatsim. We are required to submit to an audit every 90 days to keep our partnership current. This audit requires us to have a minimum of 15 active Vatsim pilots making a minimum of 50 flights over a 90-day period. In the past, this was a huge undertaking having to research each pilot on Vatsim, calculate the flights and make a spreadsheet to send in. Our developer has programmed a search to do this and export the data to a spreadsheet with a single click. Audits are no longer a problem, or at least getting the data is now easy. Pacific currently has 37 out of 48 pilots who are registered with Vatsim. Even with this number of registered pilots, we continue to have a problem making our requirement of 15 active pilots (That is pilots who have made a Vatsim flight) over the last 90 days. With some of the power flyers we have, making the 50-flight requirement is never a problem. There are two things you can do to help us make this number. If you are a Vatsim pilot, please log at least 1 online flight every 90 days. The majority of the inactive Vatsim pilots are lifetime members of Pacific and are not required to make a flight every 30 days. Please fly more if you are a lifetime member to help us keep our numbers up. Pilots need to make sure you have entered your Vatsim account number on your profile page. That is how the system knows who fly's online or offline.

Serenity is now working on the administration side of PAYvms. The pilot and public sides of the site are working very well. This site will be more automated than any other site of its type. The goal is for PAYvms to take as much work as possible, so no staff member is bombarded with duties and has no time to fly. No Fly – No Fun. We are still told that PAYvms still has at least a year of development before everything that is planned can be added. We are very much on our way to that goal.

Go Pacific





From the CEO's Desk:

The airline is running very well. Our system is doing what it is supposed to do apart from a couple of bugs. One of the bugs is the occasional NAN landing rate on the pirep. From what I am told, this happens when ACARS is unable to calculate a variable during the landing. Our ACARS was designed to be highly accurate. It considers things like speeds, g-forces, bounces, weather and many other things when it makes its calculation. In theory, this was supposed to produce a highly accurate result. In practice, we think it has too many calculations to make and it only takes one variable for whatever reason that can't be calculated therefore producing the NAN result. We have been working on some fixes without having to re-write the entire thing. It's taking time. There is nothing you can do as a pilot to prevent this from happening. Sometimes it happens, sometimes it works fine. Just know we are aware of the issue and are working on the problem.

SayIntentions.AI

I am proud to announce that we have been accepted as a partner airline with Say Intentions AI. So, what is it? Say Intentions is an online network for online flying. It is like Vatsim, but different because it uses Artificial Intelligence to take the roll of all ATC. Every single ATC position is manned 24 hours a day at every single airport. You talk to the AI and rather than having a programmed response, it analyzes what you are saying and responds appropriately. This is a new technology that has come a long way over the last couple of years. It's a great alternative to Vatsim for pilots who want to learn ATC without the stress of talking to real people and expected to be a professional the first day on the job. It is a pay per month or year service, it's not free. Being an airline partner, our pilots receive a 10% discount on their services. Check it out, it's a good alternative for online flying. https://www.sayintentions.ai/

Currently, Pacific Airways has 46 active pilots, 5 pilots on inactive and 1 on leave. Totaling 52. To date, we have had 9607 pireps processed by PAYvms. Not too bad folks. Keep up the good work.





This month is Military Month. We will be visiting military bases in the US and Canada. Thank you Gordon for the destinations.

Monthly Stats and Awards for May

Best Landing Rate	#1 Robert B	PAY2089	-6
	#2 Mitch C	PAY1992	-7
	#3 Michael K	PAY3236	-11
Longest Distance	#1 Glen C	PAY1996	3114
	#2 Michael K	PAY3236	2407
	#3 Tom D	PAY1100	2098
Passengers Flown	#1 Mitch C	PAY1992	6236
	#2 Glen C	PAY1996	4305
	#3 Robert B	PAY2089	3729
High Block Time	#1 Glen C	PAY1996	5.56
	#2 Michael K	PAY3236	5.23
	#3 Tom D	PAY1100	4.76
Hours Flown	#1 Mitch C	PAY1992	107
	#2 Glen C	PAY1996	81
	#3 Robert B	PAY2089	64
Number of Flights	#1 Mitch C	PAY1992	47
	#2 Glen C	PAY1996	29
	#3 Robert B	PAY2089	26



Pilot of the month goes to Mitch Clason PAY1992. Mitch won 3 of the 6 categories for passengers flown, most hours, number of flights and got the second-best landing rate. Congratulations Mitch, May's power flyer…