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.



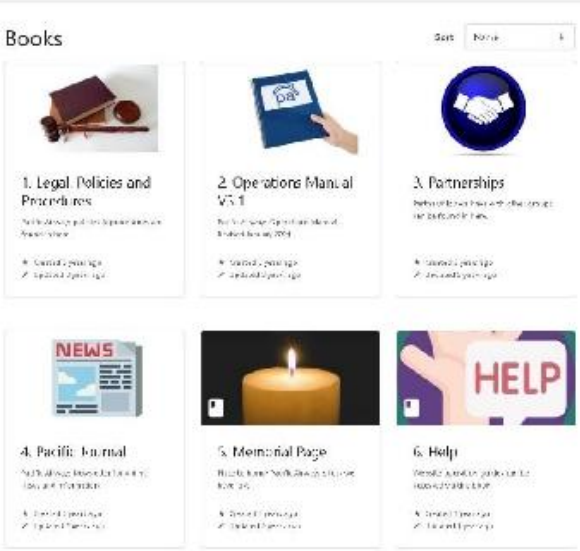
On the left side of the dashboard, there is a main menu of goodies. Clicking Dashboard, brings you back to the dashboard page from wherever you are. Route Map shows a map of all our 3000+ routes. You can search and see routes on the map from a specific airport or your current virtual location. Neat way 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.



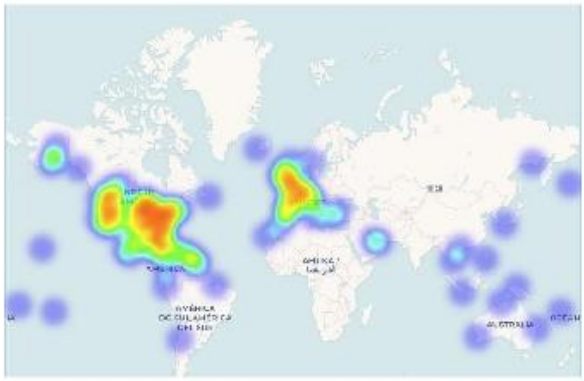
From the Paintshop:

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…

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