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

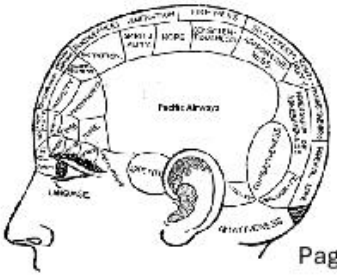
I have implemented a system that will obtain all PIREP submissions from vaBase and will add them to our second database, this will allow for more seamless integration into our upcoming scripts that will decline submissions if they don't meet specific requirements and better statistics for another upcoming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

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