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.

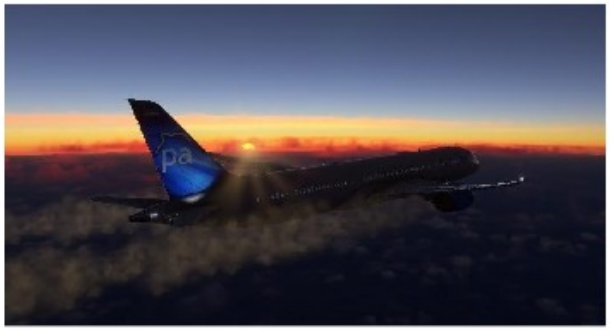
With vaBase, you earn both money and experience points with all your flights. Pilots need to reach a number of hours and XP to promote to the next rank. Your flights are rated 0 to 100% performance rating. The XP is set at 10 points for a 100% flight, 5 points for a 50% flight and so on. The XP award 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

















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