

2024

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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. Serenity 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

April



Pacific Airways

isn't the world a small place?

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 not published, it is often the tower frequency.

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



May



Pacific Airways

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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.

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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

Follow me car available in the Downloads Center



Pacific Airways will no longer post new aircraft for

VATSIM Sunday Highlighted Airport for May

By Norm Tipton/President and Director of Events

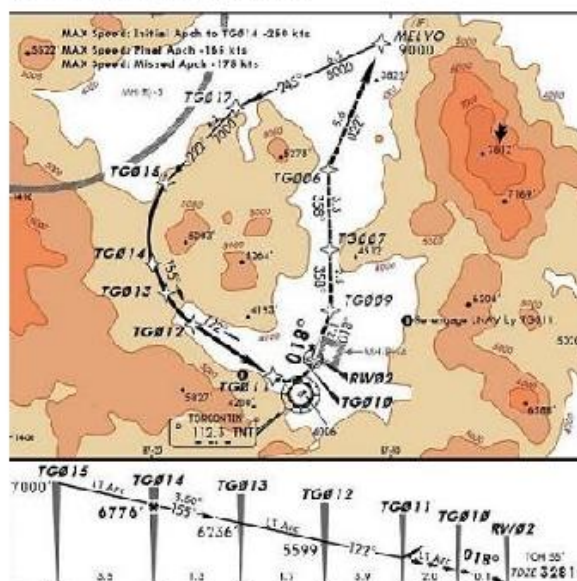


I was recently asked when we were going to go to some exciting airports for VATSIM Sunday. Although the purpose of these Sunday fly ins is mainly for fun and comradery, I agree that sometimes we need a little challenge for the Pacific pilots who attend. In fairness, we do have our share of more exciting 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 Toncontin. Even with its recent runway extension, Toncontin'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 Toncontin, 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 Toncontin.

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!



Airline Statistics

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,

Unique Pilot Flights	37
Pilots on Leave	14
Total Flight Hours	1,420h 35m

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

June



Pacific Airways

isn't the world a small place?

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

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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

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

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 McDonnell 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-XTident-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
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	Active Pilots: 50



July



Pacific Airways

isn't the world a small place?

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 CHANGES 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.

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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.

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



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

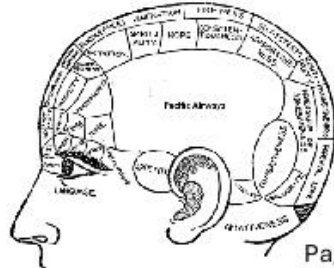
I have implemented a system that will obtain all PIREP submissions from vaBase and will add them to our second database, this will allow for more seamless integration into our upcoming scripts that will decline submissions if they don't meet specific requirements and better statistics for another upcoming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



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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 \(vatsim-radar.com\)](http://VATSIM Radar (vatsim-radar.com))



August



Pacific Airways

isn't the world a small place?

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

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July Awards and The Top 10's Best Landings



Total Hours goes to Mitch PAY1992

Mitch PAY1992	1438.17hr	
Glen PAY1896	1348.17hr	
Michael PAY3296	1281.28hr	

Total Distance goes to Mitch PAY1992

Pilot	Total Distance
Mitch PAY1992	48,153 nm 
Michael PAY3296	48,752 nm 
Glen PAY1928	38,589 nm 
Bruce PAY8667	37,387 nm
Robert PAY2049	37,378 nm
Ben PAY7606	36,147 nm
Thomas PAY7388	28,558 nm
Tom PAY8258	28,013 nm
Matt PAY8660	23,023 nm
Bruce PAY7262	18,920 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

September



Pacific Airways

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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 friendly as 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.

Page 1 of 5



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

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

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.



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.



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!



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.



Key West, Florida (KEYW)

If you're looking for a Caribbean adventure but want to stay local, be sure to check out

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.



October



Pacific Airways

isn't the world a small place?

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. Serenity 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

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Awards and
Stats

30 Day Statistics

Active Pilots: 32
Hours: 1,032h
Flights: 395
Miles: 348,094
Fuel: 6,561.038

All-Time Statistics

Active Pilots: 44
Hours: 13,131h 9m
Flights: 4,829
Miles: 4,435,426
Fuel: 93,426.970



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?"

November



Pacific Airways

isn't the world a small place?

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,

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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)

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.



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	1 st place
----------------------	-------------------	-----------------------

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



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's 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,

**A VERY MERRY
CHRISTMAS
and Happy New Year !**



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."

