

2026

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April



Pacific Airways

isn't the world a small place?

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 Virtual, 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.

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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

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



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,

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



May



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

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

Another issue we have had has to do with your Simbrief flights and departure times. We have found that if you prefile your Simbrief flight on their website

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

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

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



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From the CEO: We are doing very well overall. We have 54 pilots to date with 7 inactive. To the inactive pilots, please fly soon. I did not think we would have as many pilots this fast. It's really coming back together. The new website is running very well. It's doing a lot of things automatically that we used to have to do by

Message from the Events coordinator: Hello from Dawson Creek, BC, Canada and the desk of the VP of Future Development and Events. I'm honored to hold these positions with Pacific! For those that do not know, I entered this organization with my first flight with American Flight Airways, then part of the Pacific Group, on October 12th, 2005. I have held many

June



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

Email the newsletter - ceo@pacificairways.xyz

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

<https://pacificairways.net/team>

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

As I mentioned in an earlier newsletter, we are an airline partner with Vatsim. We are required to submit to an audit every 90 days to keep our partnership current. This audit requires us to have a minimum of 15 active Vatsim pilots making a minimum of 50 flights over a 90-day period. In the past, this was a huge undertaking having to research each pilot on Vatsim, calculate the flights and make a

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

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

Go Pacific



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From the CEO's Desk:

The airline is running very well. Our system is doing what it is supposed to do apart from a couple of bugs.

One of the bugs is the occasional NAN landing rate on the pircp. From what I am told, this happens when ACARS is unable to calculate a

have had 9607 pircps processed by PAYvms. Not too bad folks. Keep up the good work.

Vatsim Sundays June 2026

"Military Month"

Visiting Military Bases US and Canada

