

Pilot Ronald Wayne Trumble's Story

FROM AVIATOR TO TAKING A CESSNA 172-M WAY BEYOND ITS ALTITUDE LIMITS

YOU MUST STAY OPEN-MINDED FOR ALL POSSIBILITIES; then do it! Your opinion is the only one that matters at that point.

Don't just step out of your comfort zone to step out of your comfort zone. But if the moment is right, and you feel it in your heart that the moment is right, and you've done a calculated risk, do it!

I always step out of my comfort zone and take advantage of the situation; it's just my personality. But I evaluate it very carefully and then make a decision. I'm not an opportunist per se, but you must take the opportunity to take advantage of any situation, whether it be aviation or business. I do not go out and search for these things; they just come my way in life.

I didn't set out to take my Cessna way beyond its altitude limits; I was simply trying to experiment with the airplane's potential of soaring higher. I was just trying to get some thermals (winds that lift the airplane's wings, propelling the airplane higher) to see just how high I could get my airplane with my new engine.

The day started off like any other day, except weather conditions were absolutely perfect for flying in Hawaii. I had recently put a brand-new engine and propeller recommended by Lycoming O320-E2J, the engineer manufacturing company for Cessna, and I was eager to try out the new engine and prop which had a four-degree pitch difference to it that matched this new engine, which was 160-horsepower.

I took off out of Hilo International Airport (ITO), then flew the coastline to the top of the Pu'u 'Ō'ō, which is a vent coming from the Kilauea Volcano. I started out with the intention of doing a circle island, but instead I decided to go to the slopes of Mauna Loa. Mauna Loa is the largest volcano on earth in terms of volume and area covered and sits at an elevation of 13,679 feet (4,169 m).

So I flew along the ridge at about 10,000 feet, and finally reached the top of that mountain at a little over 14,500 feet. It was in the back of my mind that I needed



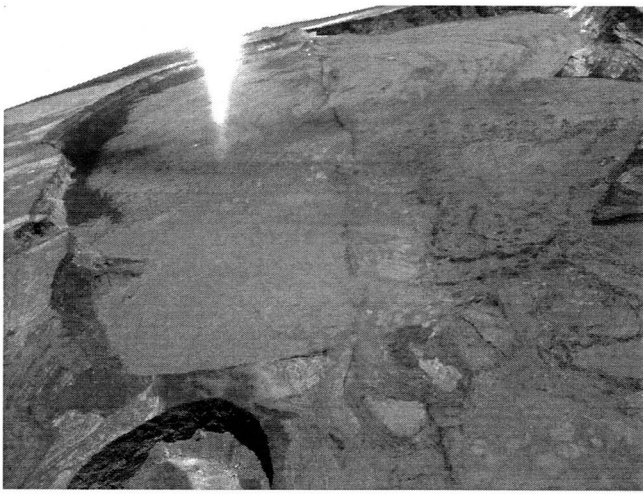
PILOT RONALD WAYNE TRUMBLE

www.youtube.com/user/jackwellsroad/videos

to burn off a little fuel to be lighter. At this point, I had half tanks.

As I was flying along Mauna Loa, I noticed the weather conditions were so good, and I had some lift from the winds from the northeast. The wind conditions were optimal and this enabled me to keep climbing.

To make sure that I was good for the flight, I started giving myself mathematical problems making certain I was thinking clearly. There is a carbon monoxide detector that turns a different color. It tells me I have carbon monoxide present—it can cause a pilot to black out from hypoxia—which is shortage of oxygen and carbon monoxide poisoning. The carbon monoxide detector did not go off that day. So what I did was start the mathematical equations at 10,000 feet, and then the higher I went I occasionally will do another question to make sure I do them correctly. I have a set of preset mathematical questions and their answers. I keep them on my knee pad; I turn the piece of paper over to see that I answered the equations correctly. It tells me that I'm thinking clearly, and I'm comfortable then going higher.



Top of Mauna Loa at 14,500 feet

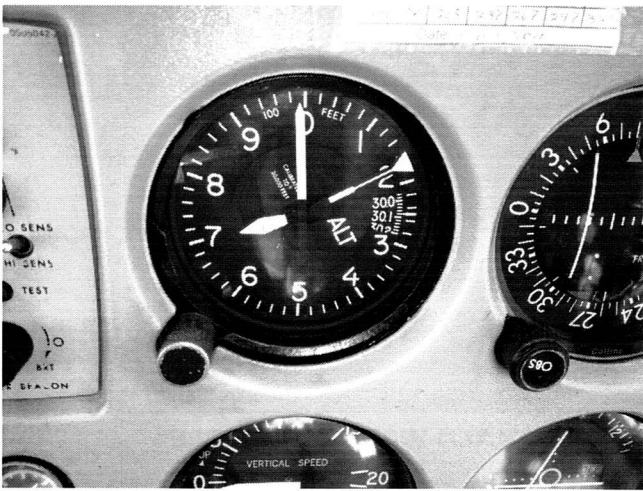
From that distance I could see Mauna Kea and decided to go there and fly above it in order to take photographs of the telescopes on top. Mauna Kea sits at an elevation of 13,796 feet (4,205 m) according to the U.S. National Geodetic Survey and is considered the tallest mountain in the world from sea level. The conditions were perfect. I was getting a free ride, what we call a lift. I noticed that the conditions were so ripe I just kept going toward the mountain, and as I reached the mountain I found myself above the mountain taking advantage of these winds.

My rate of climb was not very much, but the airplane was going higher and higher. I also had the airplane's fuel mixture leaned out, which means that more oxygen was added to the engine's carburetor fuel system for maximum performance. I had the engine at full throttle.

When I reached the top of Mauna Kea, at different altitudes I was noticing that I was higher than the POH (Pilots Operating Handbook) Cessna manual said the airplane would fly. The POH says 14,500 feet is the service ceiling. And that's probably true under normal conditions. But this was no normal day!

The winds were not shifting. They were staying constant coming from the Northeast. As I was circling the top of Mauna Kea, I would get a little bit of lift. I wouldn't lose any altitude; I could catch the wind and make the airplane rise just a little bit more. I caught thermals.

The temperature changed gradually as I got higher till it reached 21 degrees Fahrenheit while it was almost 90 degrees on the ground when I took off from Hilo. At 17,000 feet, I noticed the temperature started to decrease rapidly until it reached 21 degrees Fahrenheit. The temperature stayed constant until I reached 18,050 feet and the temperature then was 19 degrees Fahrenheit.



When I first arrived at the top of Mauna Kea at 17,000 feet



Top of Mauna Kea at 17,200 feet showing part of aircraft instrument panel.



17,050 feet above Mauna Kea

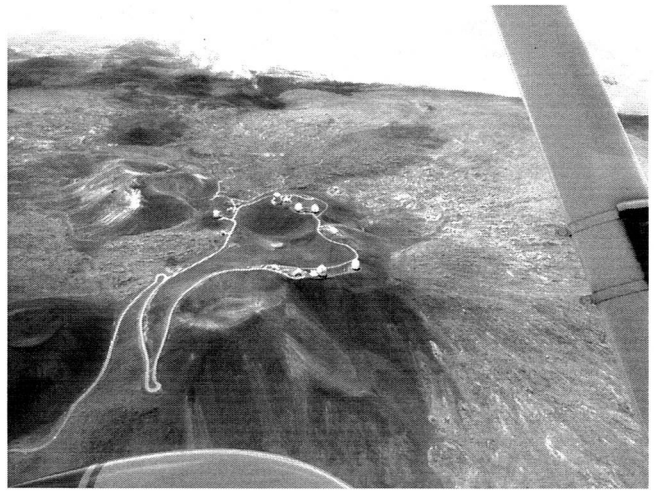
At any moment the airplane could stall. Not only was my rate of climb at zero, but my speed started to drop off extremely low. But the airplane wanted to fly 'cause I was catching the thermals. So I took advantage of the moment as I was orbiting the top of the Mauna Kea and I made it to 18,050 feet.

The one thing that most pilots understand is that speed and altitude are the things you want to always keep in mind. In this case I traded speed for thermal lifts. That was an opportunity. I swapped my speed for the thermals and did not stall the airplane. And that is an example of taking a calculated risk.

I'm sometimes accused of being too safe when I fly by taking extra precautions, by taking life raft, life jackets, supplemental oxygen and emergency locator beacon 406 MHz. But these are things I always consider as calculated—there is still a risk, but calculated. In other words, thought out very well. And that is the same thing when I took my Cessna way beyond its altitude limits. It was very calculated and thought out, and then I just did it and it worked. In other words, it wasn't just at the drop of a hat. So take the risk. Make sure it's a calculated risk, then use your own personal judgment and research 'cause it's you in the end.

I would not have attempted this three years before because of health concerns of being overweight. I dropped from 218 pounds to 154 pounds, and I just had my latest physical, and I was in top physical condition jogging five miles a day to attempt this type of risk. That is one example of many of taking advantage of a situation and a calculated risk.

So as you can see, preparation is a must with any calculated risk for stepping out of your comfort zone. People shouldn't half-heartedly step out of their comfort zone



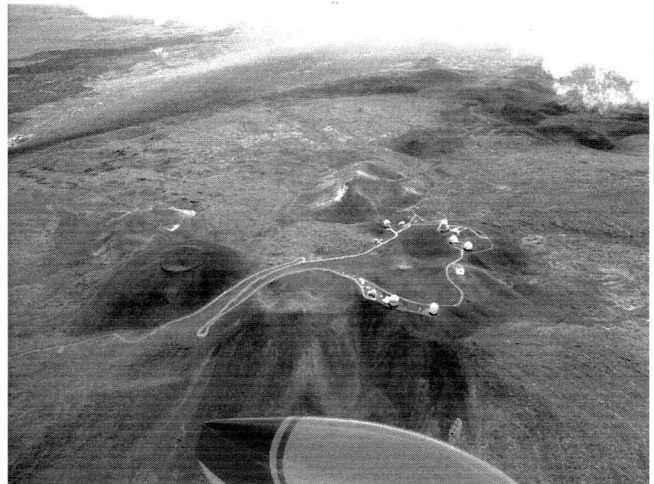
Top of Mauna Kea showing the telescopes from 17,700 feet



Above Mauna Kea showing telescopes from 18,050 feet



Above Mauna Kea showing telescopes from 17,700 feet



Above Mauna Kea from 18,000 feet



Leaving Mauna Loa headed to Mauna Kea showing in the distance.



Altimeter at 17,760 feet above Mauna Kea (from the video—see the video at: mentorinsight.net/wp/uncategorized/pilot-ronald-wayne-trumble)



Altimeter at 17,760 feet above Mauna Kea

without the proper research and preparations, and then when the moment is right you will know it. There will be

no doubt in your mind. No one will have to tell you. You will know yourself.

Pilot Ronald Wayne Trumble's Mentor InSight

MY ROLE MODEL FOR FLYING IS AWARD-WINNING AEROBATIC pilot Patty Wagstaff. I followed her day-to-day aviation career. Patty's flying inspired me to become a pilot.

GuSTO: Going Supernova Traits Optimizer

PILOT RON HAS MASTERED THE ART and science of stepping outside your comfort zone. He does this through intensive advanced preparation and then when conditions are right he takes a calculated risk. This enabled him to go way beyond his Cessna's altitude limits.

Sometimes it takes a lifetime to discover that what you fear in life isn't actually something you fear at all. You won't actually know this till you "pull the rip cord" and dive into the new endeavor you are considering. You can truly mitigate



the fear you are feeling about getting started by spending your time focused on intensive advance preparations.

You can utilize the GuSTO App to map out and schedule every detail of your intensive advance preparations to achieve your goal and path in life. You can invite others to cheer you on and encourage you to step outside your comfort zone every step of the way. This will allow you to also know when the time is right for taking the calculated risk necessary to make

your dreams come true.