



U.S. Department
of Transportation
Federal Aviation
Administration

Office of the Chief Counsel

Enforcement Division
Western Team
2200 South 216th Street
Des Moines, WA 98198

U.S. EXPRESS MAIL,
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APR 1 2022

Trevor D. Jacob

(b) (6), (b) (7)(C)

RE: Trevor Jacob, Case No. 2022WP010003

EMERGENCY ORDER OF REVOCATION

Under 49 U.S.C. § 46105(c), the Acting Administrator has determined that an emergency exists related to safety in air commerce and that immediate action to revoke your Private Pilot certificate is required. The reasons for this determination are set forth in the paragraph below entitled "Determination of Emergency."

Based on an investigation and all evidence presently before the Acting Administrator, the Acting Administrator finds that:

1. You hold Private Pilot Certificate No. 4202041 and an FAA medical certificate issued on November 20, 2018.
2. On or about November 24, 2021, you acted as pilot-in-command of a 1940 Taylorcraft BL-65 aircraft, Civil Registration No. N29508, on a flight departing from Lompoc Airport in Lompoc, CA and terminating in the vicinity of the Los Padres National Forest in California (the "flight").
3. You were the sole occupant of N29508 during this flight.
4. During this flight you jumped out of N29508 while wearing a sport parachute backpack container, causing N29508 to crash into the Los Padres National Forest.
5. You operated this flight to purposely cause N29508 to crash, as demonstrated by the following:
 - a. Prior to this flight, you attached multiple cameras to the outside of N29508, including a camera pointed in the direction of the propeller, in order to record video footage of the outside and inside of the plane during flight.
 - b. Prior to this flight you put on a sport parachute backpack container.

- c. During this flight you opened the left side pilot door before you claimed the engine had failed.
 - d. Prior to jumping out of the aircraft you made no attempt to contact Air Traffic Control on the emergency frequency.
 - e. Prior to jumping out of N29508 you made no attempt to restart the engine by increasing airflow over the propeller.
 - f. Prior to jumping out of N29508 you made no attempt to look for areas to land safely even though there were multiple areas within gliding range in which you could have made a safe landing.
 - g. You jumped out of N29508 while holding a camera attached to a selfie stick and continued to record the aircraft during your descent.
 - h. After the crash you recovered and then disposed of the wreckage of N29508.
 - i. After the crash you recovered the cameras that you had attached to N29508 prior to this flight.
6. Your flight on November 24, 2021, as described herein, were careless or reckless so as to endanger the life or property of another.

As a result, you violated 14 C.F.R. § 91.13(a) of the Federal Aviation Regulations, which states that no person may operate an aircraft in a careless or reckless manner so as to endanger the life or property of another.

As a result of the foregoing, the Acting Administrator finds that you lack the qualifications necessary to hold your Private Pilot Certificate and any other airman certificates issued to you. The Acting Administrator therefore has determined that safety in air commerce or air transportation and the public interest require the revocation of the above-mentioned certificate(s). The Acting Administrator further finds that an emergency requiring immediate action exists with respect to safety in air commerce or air transportation. Accordingly, this Order is effective immediately.

IT IS THEREFORE ORDERED, pursuant to the Acting Administrator's authority under 49 U.S.C. §§ 44709 and 46105(c), that:

- 1) Effective immediately, your Private Pilot Certificate No. 4202041 and any other airman certificates issued to you are revoked;
- 2) You must immediately surrender the above-referenced certificate(s) by mail or delivery to Kyle Lomazow, Attorney, FAA, AGC-300, Enforcement Division-Western Team, 2200 S. 216th Street, Des Moines, WA 98198; and

- 3) No application for a new airman certificate shall be accepted from you, nor shall any such certificate be issued to you for a period of one year from the date of service of this Order.

If you fail to surrender your certificates immediately, you will be subject to further legal enforcement action, including a civil penalty of up to \$1,644.00, for each day you fail to surrender it.

DETERMINATION OF EMERGENCY

Under 49 U.S.C. § 46105(c), the Acting Administrator has determined that an emergency exists related to safety in air commerce. This determination is based on your lack of qualifications to hold your Private Pilot Certificate and any other airman certificates issued to you because of the nature and seriousness of the violations set forth in this order.

On November 24, 2021, you operated aircraft N29508 as pilot-in-command on a flight departing out of Lompoc, California. Prior to this flight you attached video cameras to N29508 so you could record multiple angles of the airplane during the flight. While flying over Los Padres National Park you indicated that the engine failed and shortly thereafter you jumped out of the aircraft while wearing a sport parachute backpack container and holding a camera attached to a selfie stick. You cracked the left side of the pilot door in preparation to jump out before you claimed the engine had failed. You made no attempt to follow any emergency procedures such as contacting Air Traffic Control on an emergency frequency, attempting to restart the engine by increasing airflow over the propeller, or looking for areas to land safely even though there were multiple areas within gliding range in which you could have made a safe landing. When you jumped out of N29508 you began recording the plane from the camera attached to the selfie-stick you were holding while you were descending to the ground. In addition, after the crash you recovered and then disposed of the wreckage of N29508 and recovered the cameras you attached to N2508 as well. Your actions as described above were careless and reckless so as to endanger the life and property of another.

FAA Order 2150.3C, Chapter 9, paragraph 8.a.(1) states, in pertinent part:

The FAA may revoke any certificate when the certificate holder lacks the qualifications to hold the certificate. A certificate holder may lack the qualifications to hold the certificate because of a lack of technical proficiency or a lack of the care, judgment, or responsibility required of the certificate holder. The certificate holder's continued exercise of the privileges of the certificate in such circumstances would be contrary to safety in air commerce or air transportation and the public interest.

Even when Chapter 9 of FAA Order 2150.3C recommends a suspension for a particular violation, per paragraph 8.a.(3), an airman's deliberate conduct during one event (*e.g.* a single act, multiple acts during a single flight, or multiple flights in succession), may be so egregious that it demonstrates the airman's lack of care, judgment, or responsibility. On November 24, 2021, you demonstrated a lack of care, judgment, and responsibility by choosing to jump out of an aircraft solely so you could record the footage of the crash. Your

egregious and intentional actions on these dates indicate that you presently lack the degree of care, judgment, and responsibility required of a certificate holder. Thus, your actions as described above clearly reflect a lack of qualifications necessary for airman certification.

In conclusion, the Acting Administrator has determined that under the criteria set forth at FAA Order 2150.3C, Chapter 7, page 3, Chapter 8, pages 11-12, and Chapter 9, page 15, emergency action is warranted based on your conduct as alleged in this order that demonstrates you presently lack the degree of care, judgment, and responsibility required of a certificate holder. The Acting Administrator, therefore, finds in accordance with 49 U.S.C. § 46105(c) and the aforementioned FAA Order 2150.3C guidance that the exercise of the privileges of your certificates while any proceedings related to the issuance of this order are pending is contrary to the interest of safety in air commerce. FAA Order 2150.3C is available at www.faa.gov and can be accessed using the search term "2150.3C."

You may appeal from this Order in accordance with the appeal procedures set forth below.

Cynthia A. Dominik
Assistant Chief Counsel for Enforcement

By: *Kyle Lomazow*
Kyle Lomazow Attorney
Enforcement Division, Western Team
2200 South 216th Street
Des Moines, WA 98198
Email: kyle.lomazow@faa.gov
Telephone: (206) 231-2200 (main)
(206) 231-2164 (direct)
(206) 231-2176 (fax)

ENCLOSURES:

Access to Information Under the Pilot's Bill of Rights
Releasable Portions of Enforcement Investigative Report (FedEx and Express Mail only)

cc: AFB-720, VNY FSDO, AFS-320 (AR)

APPEAL

You may appeal from this Emergency Order within ten (10) days from the date of its service, which is APR 1 2022, by filing a notice of appeal with the National Transportation Safety Board (NTSB) Office of Administrative Law Judges by email (ALJappeals@ntsb.gov); overnight delivery (Office of Administrative Law Judges, National Transportation Safety Board, 490 L'Enfant Plaza East, SW, Washington, DC 20594); or FAX ((202) 314-6158). The NTSB Rules of Practice in Air Safety Proceedings, 49 C.F.R. part 821, subpart I, apply to appeals of emergency and other immediately effective orders. An executed original and three (3) copies of your notice of appeal must be filed with the NTSB. All documents submitted to the NTSB in a proceeding governed by 49 C.F.R. part 821, subpart I, must be filed with the NTSB by electronic mail, overnight delivery, or facsimile, and simultaneously served on all other parties by the same means. Electronic mail filings with the NTSB must comply with 49 C.F.R. § 821.7(a)(3). Therefore, if you appeal, a copy of your notice of appeal must also be served on the FAA's attorney by email (kyle.lomazow@faa.gov); overnight delivery at the address listed in this Emergency Order; or facsimile (206-231-2176). If you file an appeal to the NTSB, a copy of this Emergency Order will be filed with the NTSB as the Acting Administrator's complaint in that proceeding.

You may also seek review of the FAA's determination that an emergency exists in this case, which makes this order immediately effective. You may request such review in a written petition filed within (2) two days after your receipt of this order. Petitions for review of FAA emergency determinations must be filed with the NTSB, with a copy of the FAA's emergency order attached to the petition, by electronic mail (ALJappeals@ntsb.gov), overnight delivery (Office of Administrative Law Judges, National Transportation Safety Board, 490 L'Enfant Plaza East, S.W.; Washington, D.C. 20594); or facsimile ((202) 314-6158). Petitions for review of FAA emergency determinations must simultaneously, and by the same means used for the NTSB filing, be served on the FAA's attorney at the email, address, or facsimile provided in this order. Electronic mail filing of a petition for review of the FAA emergency determination with the NTSB must comply with 49 C.F.R. § 821.7(a)(3). The NTSB rules of practice that apply to its review of the FAA's emergency determinations are available at 49 C.F.R. § 821.54.

The NTSB's Rules of Practice in Air Safety Proceedings, 49 C.F.R. part 821, and other information and announcements from the NTSB, *including instructions for filing documents during the covid-19 pandemic*, are available through the NTSB's website at <http://www.ntsb.gov/legal/alj>.

Whether or not you elect to appeal from this Emergency Order, you must immediately surrender your airman certificate to Kyle Lomazow at the address listed in this Emergency Order. In the event that you have lost or destroyed your certificate(s), you will be required to execute a sworn declaration setting forth the circumstances that make you unable to surrender your certificate(s).

CERTIFICATE OF SERVICE

I certify that the foregoing Emergency Order of Revocation has been served via U.S. Express Mail, First Class and Certified Mail - Return Receipt Requested this date, to the following:


Trevor D. Jacob

(b) (6), (b) (7)(C)

And a copy via FedEx Overnight Delivery, and email to:

Robert M. Helfend
Attorney for Respondent
23838 Pacific Coast Hwy.,
No. 309
Malibu, CA 90265
Email: rmhelfend@gmail.com

Dated: APR 1 2022



Jeff Kamberg
Management and Program Analyst
Enforcement Division-Western Team
National Enforcement Program
Federal Aviation Administration
Des Moines, Washington