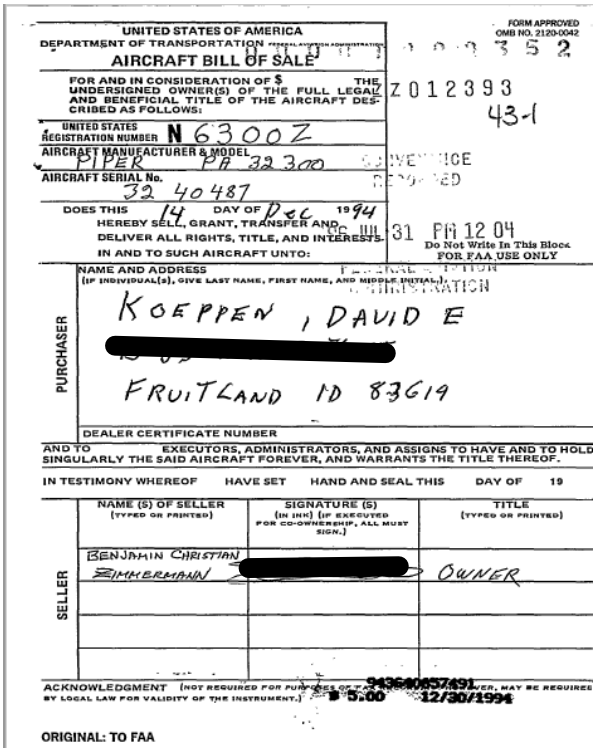
Memorandum for Record

Fabian Salazar
Air Safety Investigator
National Transportation Safety Board
Investigator in Charge

NTSB Accident Number: WPR19FA256
Aircraft Registration & Make/Model: N6300Z / PA-32-300
Accident Location: La Grande, OR.
Accident Date: September 8, 2019

The following is a copy of the bill of sale for the airplane and airworthiness documentation identifying components of the airplane.



UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

FORM APPROVED
OMB NO. 2120-0042

AIRCRAFT BILL OF SALE

3 5 2

FOR AND IN CONSIDERATION OF $ THE UNDERSIGNED OWNER(S) OF THE FULL LEGAL AND BENEFICIAL TITLE OF THE AIRCRAFT DESCRIBED AS FOLLOWS:

Z 0 1 2 3 9 3
43-1

UNITED STATES REGISTRATION NUMBER: N 6300Z
AIRCRAFT MANUFACTURER & MODEL: PIPER PA 32 300
AIRCRAFT SERIAL No.: 32 40487

DOES THIS 14 DAY OF Dec 1994 HEREBY SELL, GRANT, TRANSFER AND DELIVER ALL RIGHTS, TITLE, AND INTERESTS IN AND TO SUCH AIRCRAFT UNTO:

31 PM 12 04
Do Not Write In This Block FOR FAA USE ONLY

PURCHASER
NAME AND ADDRESS (IF INDIVIDUAL(S), GIVE LAST NAME, FIRST NAME, AND MIDDLE INITIAL.)
KOEPPEN, DAVID E
[redacted]
FRUITLAND ID 83619
DEALER CERTIFICATE NUMBER

AND TO EXECUTORS, ADMINISTRATORS, AND ASSIGNS TO HAVE AND TO HOLD SINGULARLY THE SAID AIRCRAFT FOREVER, AND WARRANTS THE TITLE THEREOF.

IN TESTIMONY WHEREOF HAVE SET HAND AND SEAL THIS DAY OF 19

SELLER	NAME (S) OF SELLER (TYPED OR PRINTED)	SIGNATURE (S) (IN INK) (IF EXECUTED FOR CO-OWNERSHIP, ALL MUST SIGN.)	TITLE (TYPED OR PRINTED)
	BENJAMIN CHRISTIAN ZIMMERMANN	[redacted]	OWNER

ACKNOWLEDGMENT (NOT REQUIRED FOR PURPOSES OF ... BUT MAY BE REQUIRED BY LOCAL LAW FOR VALIDITY OF THE INSTRUMENT.)

$ 5.00 12/30/1994

ORIGINAL: TO FAA

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

N6300Z	Jul-08-2019
Nationality and Registration Mark	Date

1)
Modified this AIRFRAME by the installation of a factory new Garmin GTX 345. This installation was carried out in accordance with the type design change as specified in AML / STC# SA01714WI, held by Garmin International; Garmin GTX 345 installation manual p/n 190-00734-10 Rev 12, dated March 31, 2019.

2)
The GTX 345 is mounted in an instrument fashion, on the botton of the avionics stack. GTX 345 was interfaced to existing GNS 430W which provides GPS positioning for ADS-B complaince. The GTX 345 provides ADS-B in and FIS-B weather to the GNS 430W. Interfaced audio to existing audio panel in unmuted audio input for audio alerts.

3)
The GTX 345 power is supplied by a 3amp circuit breaker labeled Transponder. Pre and post-installation measured electrical system loads were evaluated and changes to the electrical system loading is considered negligible.

4)
For complete operating instructions refer to AFMS, Garmin GTX 3XX and GTX 3X5 Transponders with ADS-B out Drawing number 190-00734-15 Rev 3, dated November 30, 2017.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Removed: Narco Com-120, FS 62.80; Com Ant, FS 222.00; Turn Coordinator FS 65.60; Nav-121 #2 Vor/Loc Rcvr-Ind, FS65.30.

Installed: Installed Avionics package as follows:
Garmin GNS-430 GPS/COM/VLOC/GS, (IFR) FS 63.00; GI-106A Nav Ind FS 65.00, for use w/GNS-430 standalone; Garmin GA-56 Gps Ant. FS 98.00; S-Tec System-30 Autopilot consisting of... Turn Coor./ Roll Computer FS 65.00... Pitch Servo FS 259.00... Pitch Comp. FS 201.00... Roll Servo FS 122.00...and Alt. Xdcr. FS 220.00. Autopilot Hdg. functions coupled to existing 52D54M Dir. Gyro w/Hdg.

IAW the following:

* AC 43.13-1B para. 4-52, 4-53,4-57, 4-58 & table 4-5,4-9/11, 6-40, 7-1, 7-14/18, 7-63/64 & table 7-2, 10-1/2 & table 10-1/8, 10-19/20, 10-21 fig.10-16 & table 10-1811-33, 11-47/49 & table 11-3, 11-53 & table 11-4, 11-66 & 67, 11-115/126, 11-135/139, 11-167, 11-174/179, 11-185/189, fig. 10-20/22 & table 11-14/16, 12-1/27, 12-37 and 38 & fig 12-1/4, 12-51/53; [redacted]
* AC 20-138 par.8c(2)(i)(ii)(iii);
* Garmin GNS-430 (IFR) Gps/Com/Vloc/G.S.; GA-56 Gps Ant; IAW
  Garmin Inst. Man. p/n 190-00140-02, rev-J, 02/2001,(GNS-430);
  GNS-430---"COM-1" (5 amp ckt brkr) and "GPS" (5amp ckt brkr).
* GI-106A #1 Nav ind.; IAW
  Garmin Inst. Man. p/n 190-00180-00, rev.B, 07/99 (GI-106A);
  Ckt. Protection provided by switched pwr. from #1 GNS-430.
* S-Tec System 30 Autopilot IAW S-Tec STC # SA09290AC-D;
  S-Tec A/P ---"Autopilot" (5 amp ckt brkr).

Installed the GNS-430 #1 system coupled to it's GI-106A Nav Ind.and autopilot NAV-1 position. The existing Narco Nav-122w/GS #2 system is coupled to the autopilot NAV-2 position. Both systems are installed stand-alone with their dedicated indicators except for the "Nav-1 / Nav-2" Autopilot switching. This switch is a DPDT On/On switch for the Autopilot to track either Nav source #1 or Nav source #2.

All installations completed using standard "AN" or mfgr supplied hardware.
All doublers used are fabricated from 2024-T3-.032 Alclad aluminum.
All wiring used is MS 22759/16 and MS 27500/18.

Recertified aircraft IAW FAR 91-411 app.E, part43 and FAR 91-413 app.F, part43 satisfactory.
Functional ground tests satisfactory IAW appropriate post installation/maintenance manuals, STC # 09290AC-D and AC 20-138 par 8c(2)(iii).

Functional flight evaluations IAW AC-20-138 para 8c(2)(iv) and appropriate post installation test procedures was accomplished by [redacted] and found to be satisfactory.
Cert. # [redacted]

Weight and Balance/Equipment list updated.
Log entry completed.
[redacted] Flight Manual Supplement completed and inserted in AFM 6/1/01.