

Figure 1 consists of three vertically stacked line graphs. Each graph has 'Release (pmol/g)' on the y-axis and 'Time (h)' on the x-axis. The x-axis is divided into three sections: 'Pre-treatment' (0-4h), 'Treatment' (4-12h), and 'Post-treatment' (12-24h). The top graph shows the release of 17β-OH progesterone, the middle graph shows 17β-OH estradiol, and the bottom graph shows estrone. In all three graphs, release is low and stable during the pre-treatment phase. During the treatment phase, release increases significantly, peaking around 8h. In the post-treatment phase, release returns to baseline levels. Error bars represent standard deviation.

The subject aircraft was involved in an incident / accident on **10/9/2024** rendering it a Constructive Total Loss as not repairable within its insured value. For further details refer to insurance claim: **7717284557US**.

Signed: ***Underwriters Salvage Company***

Date: **7/1/2025**

AIG Aerospace Adjustment Services Inc

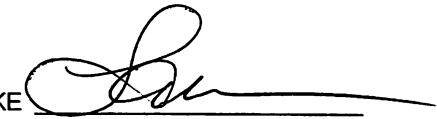
3500 Lenox Road, Suite 1100

Atlanta, GA 30326

☐ HUB & BLADE INSPECTIONS, REPAIRS AND ALTERATIONS

Year: _____	Total Time in Service	Description DATE: 02/01/2023 TACH: 677.6 HOBBS: 876.1 MAKE: AMERICAN LEGEND MODEL: AL11C-100 S/N: AL-1028 REG: N793LR I CERTIFY THAT THIS PROPELLER HAS BEEN INSPECTED ACCORDING WITH THE MANUFACTURER'S MAINTENANCE AND INSPECTION PROCEDURES, AND IN ACCORDANCE WITH THE SCOPE AND DETAIL OF FAR APPENDIX D PART 43, AND WAS FOUND TO BE IN A CONDITION FOR SAFE OPERATION. A&P 516563528 LAWRENCE V. DRAKE 
Date: _____		
Next Inspection Due: _____	Time Since Overhaul	
Year: _____	Total Time in Service	
Date: _____		
Next Inspection Due: _____	Time Since Overhaul	
Year: _____	Total Time in Service	
Date: _____		
Next Inspection Due: _____	Time Since Overhaul	
Mech. Cert. # or Repair Station # _____		

HUB & BLADE INSPECTIONS, REPAIRS AND ALTERATIONS ☐

Year: _____	Total Time in Service	De	DATE: 02/27/2024 TACH: 694.4 HOBBS: 897.6 MAKE: AMERICAN LEGEND MODEL: AL11C-100 S/N: AL-1028 REG: N793LR I CERTIFY THAT THIS PROPELLER HAS BEEN INSPECTED ACCORDING WITH THE MANUFACTURER'S MAINTENANCE AND INSPECTION PROCEDURES, AND IN ACCORDANCE WITH THE SCOPE AND DETAIL OF FAR APPENDIX D PART 43, AND WAS FOUND TO BE IN A CONDITION FOR SAFE OPERATION. A&P 516563528 LAWRENCE V. DRAKE 
Date: _____			
Next Inspection Due: _____	Time Since Overhaul	Me	
Year: _____	Total Time in Service	De	
Date: _____			
Next Inspection Due: _____	Time Since Overhaul	Me	
Year: _____	Total Time in Service	De	
Date: _____			
Next Inspection Due: _____	Time Since Overhaul		
Mech. Cert. # or Repair Station # _____			

☐ HUB & BLADE INSPECTIONS, REPAIRS AND ALTERATIONS

Year: _____	Total Time in Service	_____
Date: _____		_____
Next Inspection Due: _____	Time Since Overhaul	_____

Year: _____	Total Time in Service	DATE: 12/09/2020	MAKE: AMERICAN LEGEND	_____
Date: _____		TACH: 627.4	MODEL: AL11C-100	_____
Next Inspection Due: _____	Time Since Overhaul	HOBBS: 803.3	S/N: AL-1028	_____
			REG: N793LR	_____

REMOVED SPINNER, INSPECTED BOLTS AND SAFETY WIRE. I CERTIFY THAT THIS PROPELLER HAS BEEN INSPECTED ACCORDING WITH THE MANUFACTURER'S MAINTENANCE AND INSPECTION PROCEDURES, AND IN ACCORDANCE WITH THE SCOPE AND DETAIL OF FAR APPENDIX D PART 43, AND WAS FOUND TO BE IN A CONDITION FOR SAFE OPERATION.

A&P 516563528

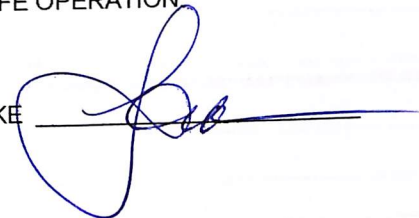
LAWRENCE V. DRAKE 

HUB & BLADE INSPECTIONS, REPAIRS AND ALTERATIONS ☐

Year: _____	Total Time in Service	Description	_____
Date: _____		DATE: 12/09/2020	MAKE: AMERICAN LEGEND
Next Inspection Due: _____	Time Since Overhaul	TACH: 627.4	MODEL: AL11C-100
		HOBBS: 803.3	S/N: AL-1028
			REG: N793LR

Year: _____	Total Time in Service	I CERTIFY THAT THIS PROPELLER HAS BEEN INSPECTED ACCORDING WITH THE MANUFACTURER'S MAINTENANCE AND INSPECTION PROCEDURES, AND IN ACCORDANCE WITH THE SCOPE AND DETAIL OF FAR APPENDIX D PART 43, AND WAS FOUND TO BE IN A CONDITION FOR SAFE OPERATION.	_____
Date: _____			_____
Next Inspection Due: _____	Time Since Overhaul		_____

A&P 516563528

LAWRENCE V. DRAKE 

Mech. Cert. # or Repair Station # _____

☐ HUB & BLADE INSPECTIONS, REPAIRS AND ALTERATIONS

Year: <u>2015</u>	Total Time in Service	Description <u>Installed prop & torqued. Prop. tracked within normal limits.</u>
Date: <u>10/1</u>	<u>50.0</u>	
Next Inspection Due:	Time Since Overhaul: <u>TACH. 316.0</u>	Mech. Cert. # or Repair Station # <u>JA 3473136 NRP</u>

Year: _____	Total Time in Service	Description
Date: _____		

Next Inspection Due: November 1, 2018
 Visually inspected propeller and checked tracking as part of the conditional inspection noted in logbook.

Year: _____	Total Time in Service	Description
Date: _____		
Next Inspection Due:	Time Since Overhaul:	
		Mech. Cert. # or Repair Station #

Tim Loehrke LSRM 3164893 Tim Loehrke

IS, REPAIRS AND ALTERATIONS ☐

Year: _____

Date: _____

Next Inspection Due: _____

DATE 11/15/2019
 TACH 563.8
 ESMOH 563.8
 PSMOH 563.8
 AFTT 563.8

ORMOND AIRCRAFT

MAKE AMERICAN LEGEND
 MODEL AL11C-100
 S/N AL-1028
 REG N793LR

PROPELLER

Year: _____

Date: _____

Next Inspection Due: _____

REMOVED SPINNER, INSPECTED PROPELLER BOLTS AND SAFETY WIRE. I CERTIFY THAT THIS PROPELLER HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HOUR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.\\END\\

AP# 3464109

Stephen B. Searle III

Year: _____

Date: _____

Next Inspection Due: _____

John B. Searle

Propeller Record General Information

Propeller Manufacturer

Sensenich

Model

69CK-0-48L

Type

Hub Series #

~~K-9135~~

K-9135

Blade #

Date of Manufacture

Serial #

AL-1028

Make/Model

Aircraft Installed On:

American legends

ALL11C-100