



SERVICE BULLETIN

SB-AG-90

Rev IR: 02/24/2026

DUMP HANDLE CALIBRATOR MODIFICATION

Affected Aircraft Models	Serial Number Range
S2R	ALL DUAL COCKPIT/DUAL CONTROL OPTIONAL SINGLE CONTROL

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LOG OF REVISIONS

NOTE: Reformatting and correction of typographical errors is not considered revision.

REV	PAGE	DESCRIPTION OF REVISION	BY:
IR	All	New Document Initial Release.	T. Surratt 02/24/2026

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1. PURPOSE/REASON FOR PUBLICATION

Thrush has received one or more report(s) of issues associated with the current Dump Handle Calibrator configuration installed on Dual Cockpit/Dual Control aircraft. The purpose of this Service Bulletin is to notify customers of improved orientation and ergonomics of a new handle design.

2. SCOPE/COMPLIANCE

This Service Bulletin contains procedures to modify the Dump Handle Calibrator by replacing the current Crank Handle with a 2" Knurled Knob.

3. BY WHOM WORK WILL BE ACCOMPLISHED

The work is to be accomplished by an FAA Certified A&P Mechanic or foreign equivalent.

4. APPROVAL

This Service Bulletin is approved by the FAA and the Director of Engineering at Thrush Aircraft, LLC.

5. MAN HOURS

Approximately 1 hour

6. SPECIAL TOOLS

N/A

7. PARTS LIST

QTY	PART NUMBER	NOMENCLATURE
1	44013	KNOB

8. DC/DC CONFIGURATION CONCERNS

1. For Single Cockpit and Dual Cockpit/Single Control configuration aircraft, it is standard to install the Dump Handle Calibrator Crank facing aft (upward) as shown in Figure 1.

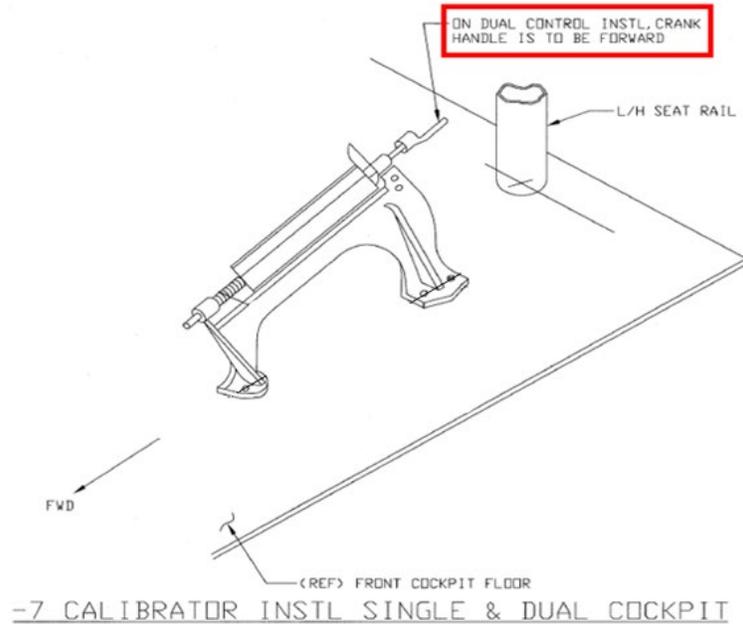


Figure 1

2. For the Dual Cockpit/Dual Control configuration aircraft Thrush installed the Dump Handle Calibrator Crank facing forward (downward) as shown in Figure 2 to avoid interference with the full range of movement of the aft left-hand rudder pedal (reference Figure 3).



Figure 2

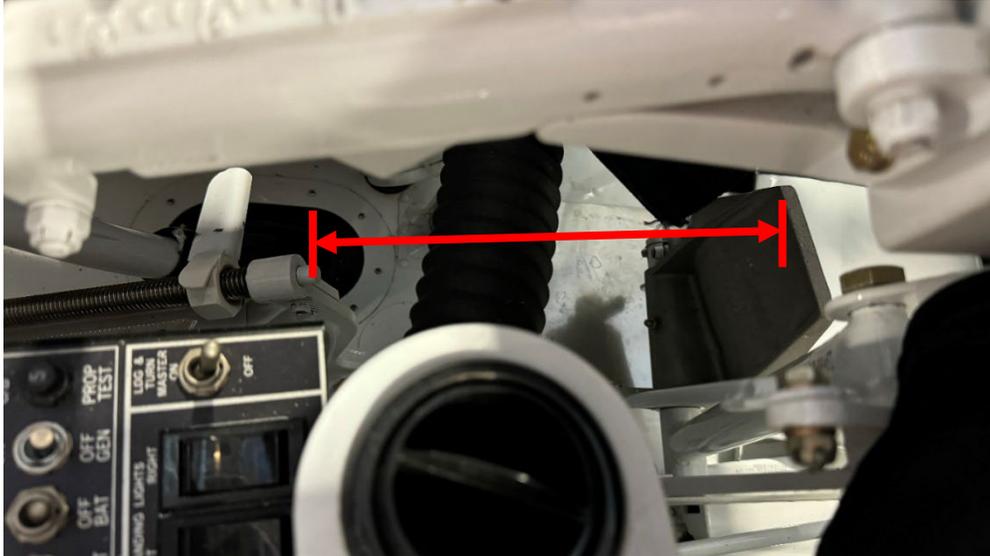


Figure 3

9. MODIFICATION INSTRUCTIONS

9.1 REMOVE

1. Remove the Dump Handle Calibrator from the cockpit and place on a work surface.
2. Remove the existing Crank Handle from the spindle shaft by removing the spring pin and set aside if it not damaged. (Reference Figure 4)

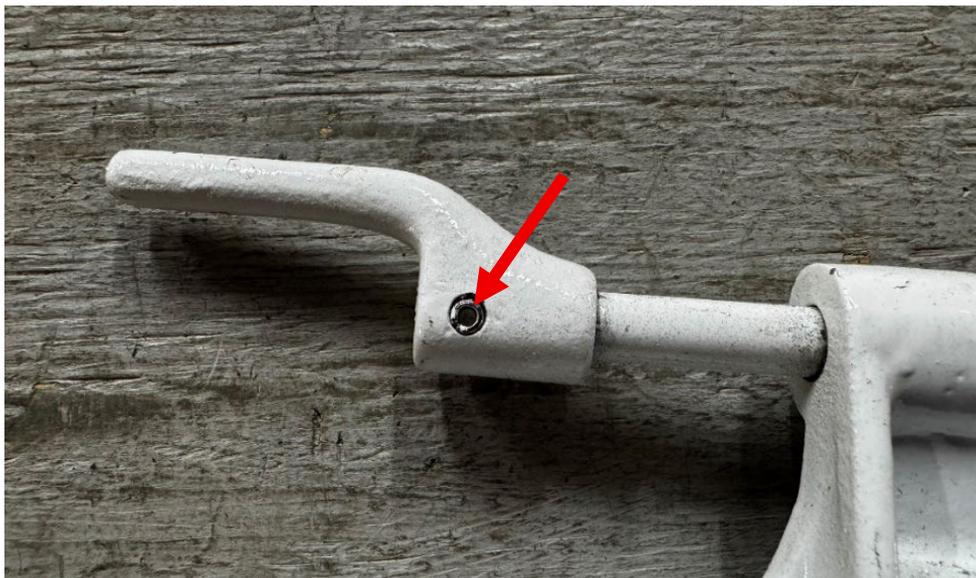


Figure 4

9.2 MODIFY

1. Cut or remove 1.60" (40.64 mm) from the spindle shaft. (Reference Figure 5)
2. Install knob on spindle shaft.
3. Match drill .1875" Ø thru spindle shaft.

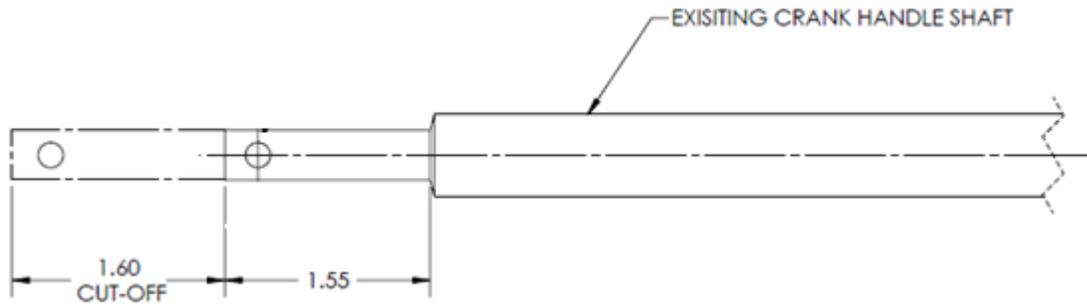


Figure 5

4. Deburr and remove debris.

9.3 INSTALL

1. Locate the Knob onto the modified spindle shaft, ensuring the holes in the knob and spindle shaft are aligned.
2. Install the spring pin to secure the knob to the spindle shaft. (Reference Figure 6)



Figure 6

3. Reinstall the Dump Handle Calibrator back to its previous location. (Reference Figure 7)



Figure 7

*****NOTE*****

UPON COMPLETION, ORIENTATION OF KNOB-EQUIPPED DUMP HANDLE CALIBRATOR WILL BE THE SAME ON EVERY AIRCRAFT CONFIGURATION (SINGLE COCKPIT, DUAL COCKPIT/SINGLE CONTROL, DUAL COCKPIT/DUAL CONTROL).

10. COMPLIANCE

Service Bulletin SB-AG-90 Rev. IR Compliance Report

Aircraft S/N:	Aircraft Owner:
Aircraft Registration #:	Address of Owner:
Airframe total time:	City & State:
Engine total time:	Physical location:
Complied with by:	Date of Compliance:
Signature:	Certificate #:

PLEASE RETURN THIS REPORT ONLY AFTER INSPECTION AND MODIFICATION IS MADE

This response card may be mailed, faxed to (229) 317-8225, or emailed to:
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