



SEASPRITE REUNION

NATIONAL NAVAL AVIATION MUSEUM

NAS PENSACOLA, FLORIDA



MAY 10 & 11, 2018

Navy SH-2 Community, be a part of the dedication of the newly restored SH-2F BuNo 151312 into the National Naval Aviation Museum. The event will take place in conjunction with the Naval Aviation Museum Foundation Symposium May 10-11, 2018.

POC:

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SH-2F SEASPRITE

This SH-2F served with HSL-33 of the US Navy. The variant is rapidly being replaced by the modified SH-2G aboard US Navy frigates and destroyers.

The main improvement of the SH-2G is the replacement of the old T-58 turboshaft with more efficient T700 engines. These deliver about 10 per cent more power and use about 20 per cent less fuel.

The SH-2F used a conventional aluminium spar and fibreglass covered rotor blade, replaced by long-life composite blades in the SH-2G.

Originally painted dark blue with large national and unit markings, all SH-2s are now receiving a light sea-grey scheme and toned-down national markings.

The cockpit accommodates the pilot and co-pilot. The rear compartment houses a systems officer who operates a tactical navigation system and sensor suite.

A Litton LN 66 search radar for detecting surface ships and submarine periscopes and snort masts was fitted. Updated SH-2s have an undernose infra-red turret.

The undercarriage retracts into fairings in the side of the fuselage.

The Mk 46 homing torpedo is the standard NATO anti-submarine air-launched torpedo. Developments in Soviet submarine hull technology have meant that it is now almost obsolete. The SH-2G has recently been cleared to fire the AGM-65 Maverick missile for anti-ship operations.

