

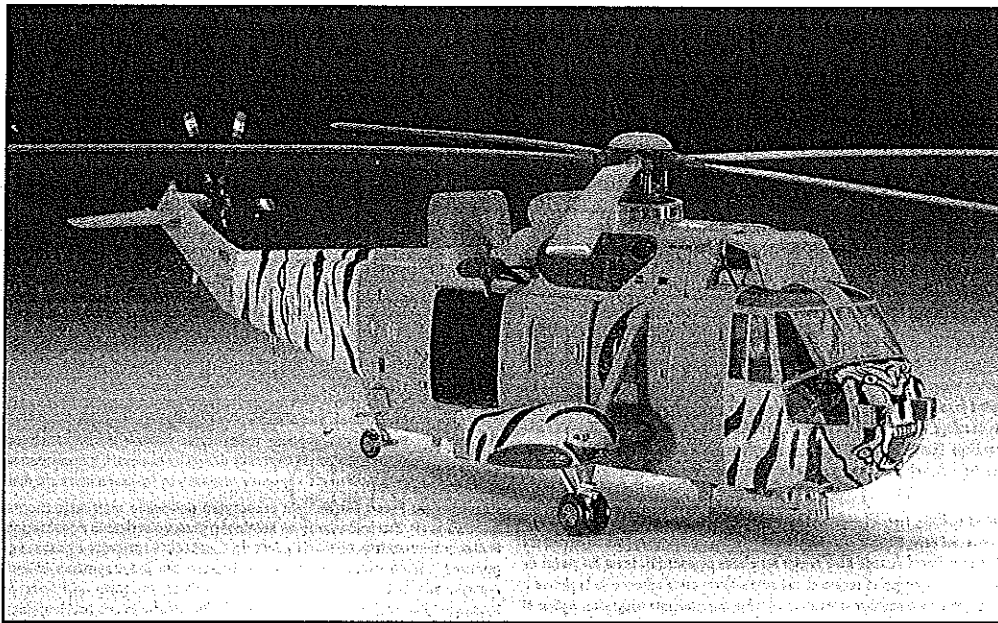


SEA KING HAS.6/AEW

04450-0389

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SEA KING HAS.6/AEW

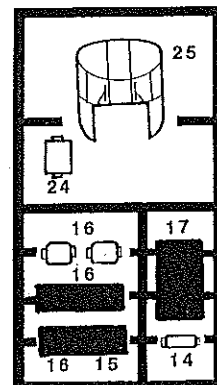
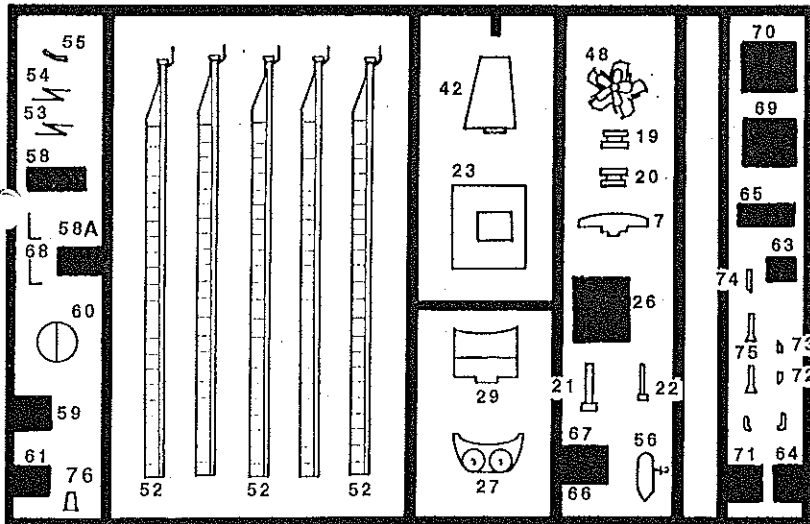
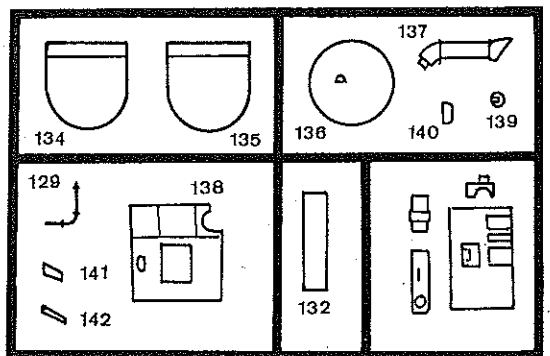
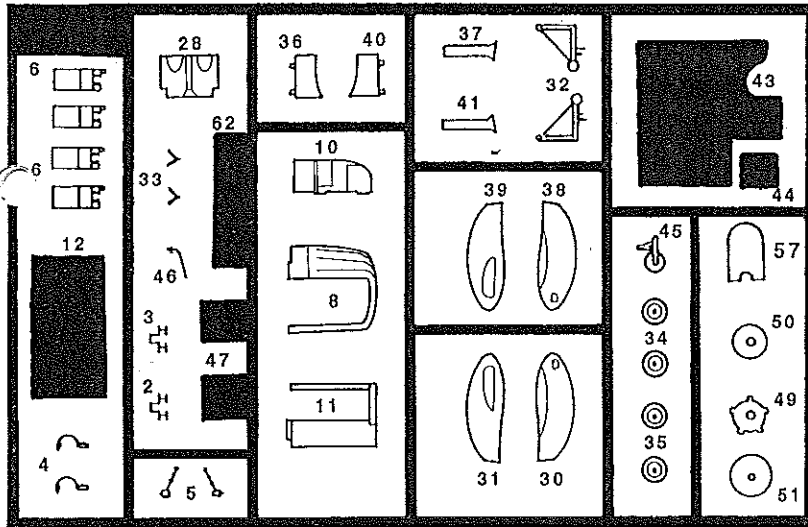
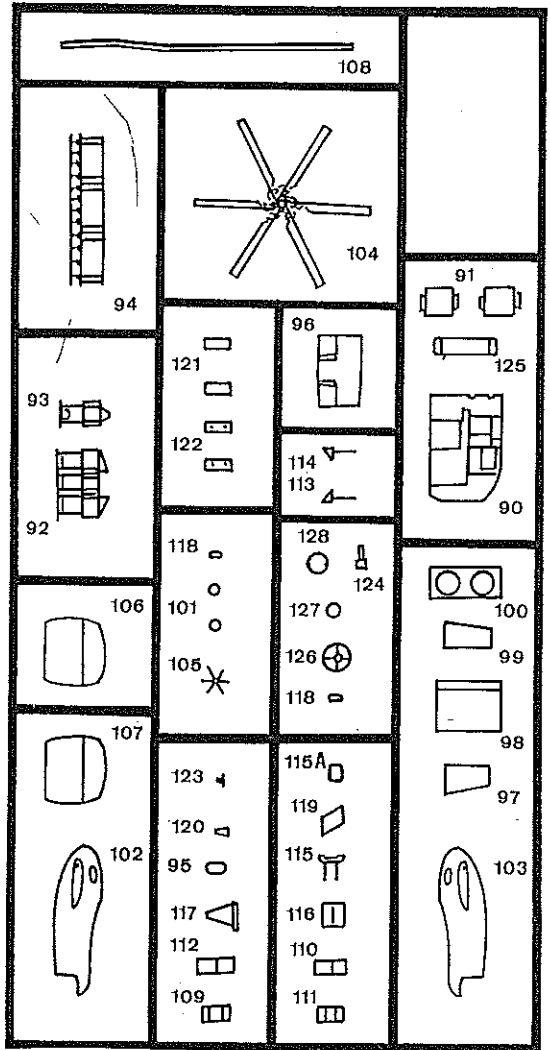
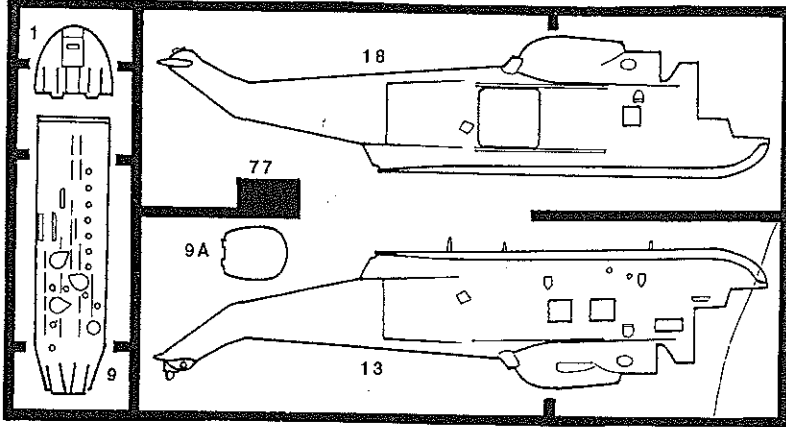
1966 erhielt die Firma Westland Helicopters in Großbritannien den Auftrag über 60 Hubschrauber in der Lizenz für die Royal Navy zu fertigenden Version des berühmten Sikorsky S-61/SH-3 Sea King. Im Jahre 1969 wurden die ersten Maschinen in Dienst gestellt. Angetrieben von Rolls Royce H-1300 Gnome Turbomotoren und mit britischer Avionik ausgerüstet, führte der Erfolg der Ausführung HAS. Mk.1 zur Weiterentwicklung zum HAS.2, der erstmals den Sechsstab-Heckrotor aufwies, zum Rettungshubschrauber HAR.3 S&R für die RAF und zum Royal Navy HC.4 Truppentransporter (diese Version wurde unter der Bezeichnung „Commando“ auch exportiert). Die Westland-Sea-King-Varianten wurden in viele andere Länder exportiert, einschließlich Australien, Belgien, Ägypten, Deutschland, Indien, Norwegen, Pakistan, Qatar und Saudi Arabien. Die weitere Entwicklung führte zum HAS. Mk.5 mit MEL-Sea-Searcher-Radar in einem größeren Radom unter dem Rumpf, modernisierter Avionik-Ausstattung und neuer Sonar-Bojen-Ausrüstung, die ab 1981 zum Einsatz kam. Während des Falkland-Krieges im Jahre 1982 verfügten die britischen Truppen über keinerlei Frühwarnsystem gegen Luftangriffe - ein kostspieliger Fehler, der zum Verlust von wichtigen Kriegsschiffen führte. Ein Notprogramm brachte den Sea King AEW.2, bei dem der Rumpf so konvertiert wurde, dass das Frühwarn-Radar mit seinem festen Radom an einem abklappbaren Schwenkarm untergebracht werden konnte. Er wurde erstmals im August 1982 von der 824. Staffel eingesetzt. Ende 1982 wurde die traditionelle Frühwarnereinheit der Navy, die 849. Staffel, reaktiviert, um die AEW 2/2A einzusetzen. Diese verblieb im Einsatz und wird zurzeit durch die neue AEW.7 ersetzt. Die aktuelle Ausführung zur U-Boot-Bekämpfung ist die HAS.6, die seit 1988 bei der 824. Staffel im Dienst steht. Obwohl sie der Mk.5 ähnelt, wurden sowohl die digitale Bordavionik als auch die integrierte Radarausstattung komplett modernisiert. Zudem kommen Rotorblätter aus Composit-Material zur Anwendung. Die ersten fünf Exemplaren sind neu gebaute Hubschrauber, während es sich bei weiteren 73 um umgerüstete Mk.5 handelt. Der HAS.6 wird von fünf weiteren Staffeln geflogen und ist bis zur vollständigen Einführung des neuen Merlin HM.1 der wichtigste Hubschrauber der Royal Navy zur U-Boot-Bekämpfung. Stärkere Gnome H-1400-1-Turbomotoren mit 1.118,5 kW (1.500 WPS) Leistung ermöglichen eine Höchstgeschwindigkeit von 259 km/h (161 mph) und eine Reichweite von 1.229 km (764 Meilen). Hauptrotordurchmesser: 18,89 m (62 feet). Rumpflänge: 17 m (55 feet + 9,75 inch). Höhe: 5 m (16 feet + 6 inch). Bewaffnung: eine Vielzahl von Wasserbomben und Sting Ray selbstsuchenden bzw. drahtgelenkten Torpedos.

SEA KING HAS.6/AEW

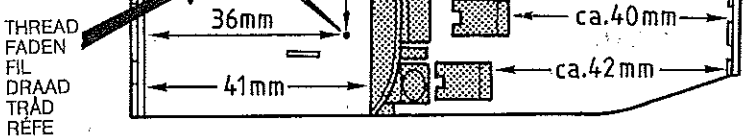
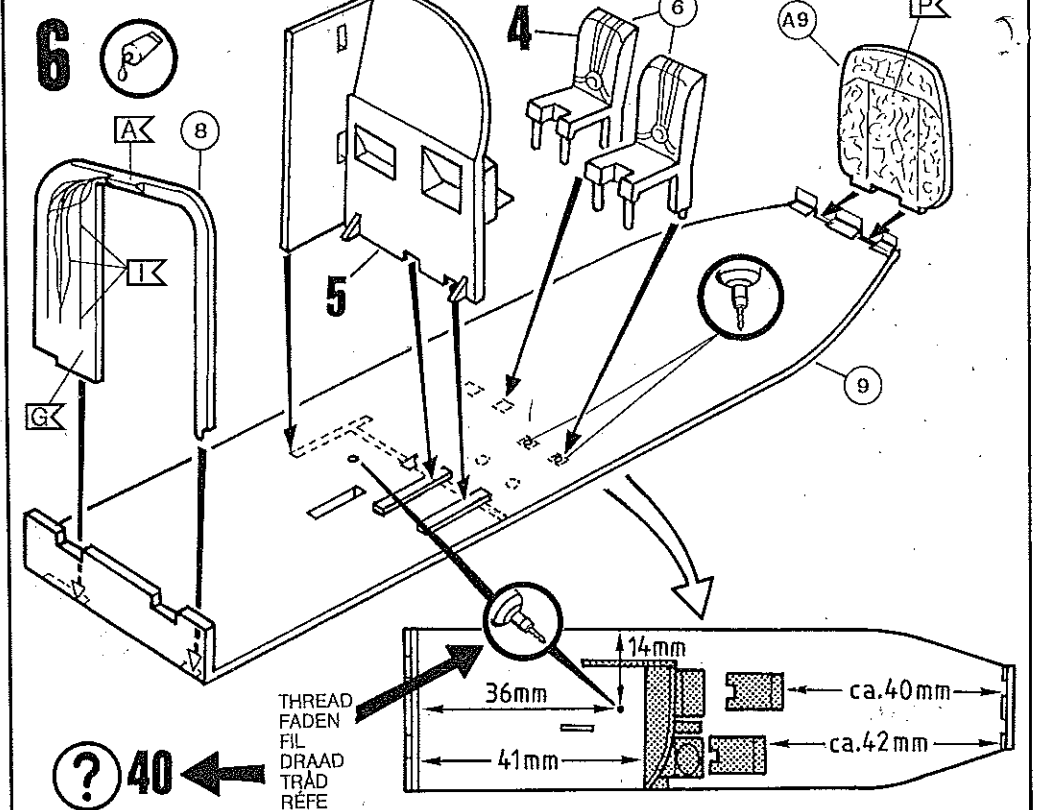
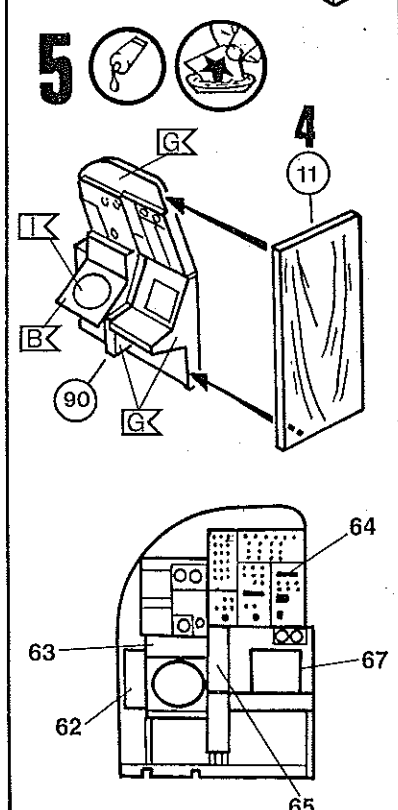
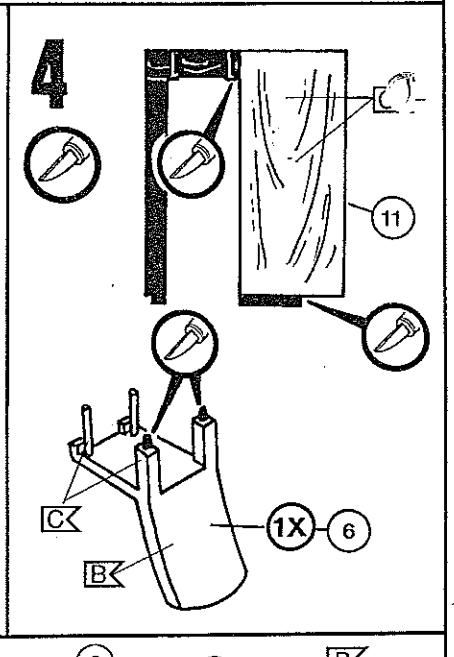
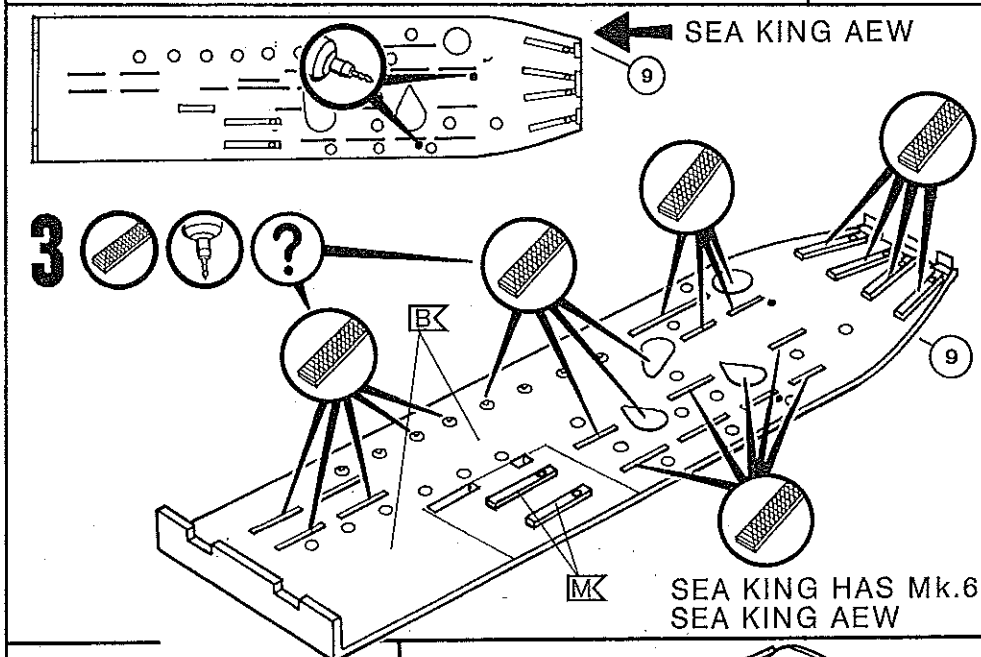
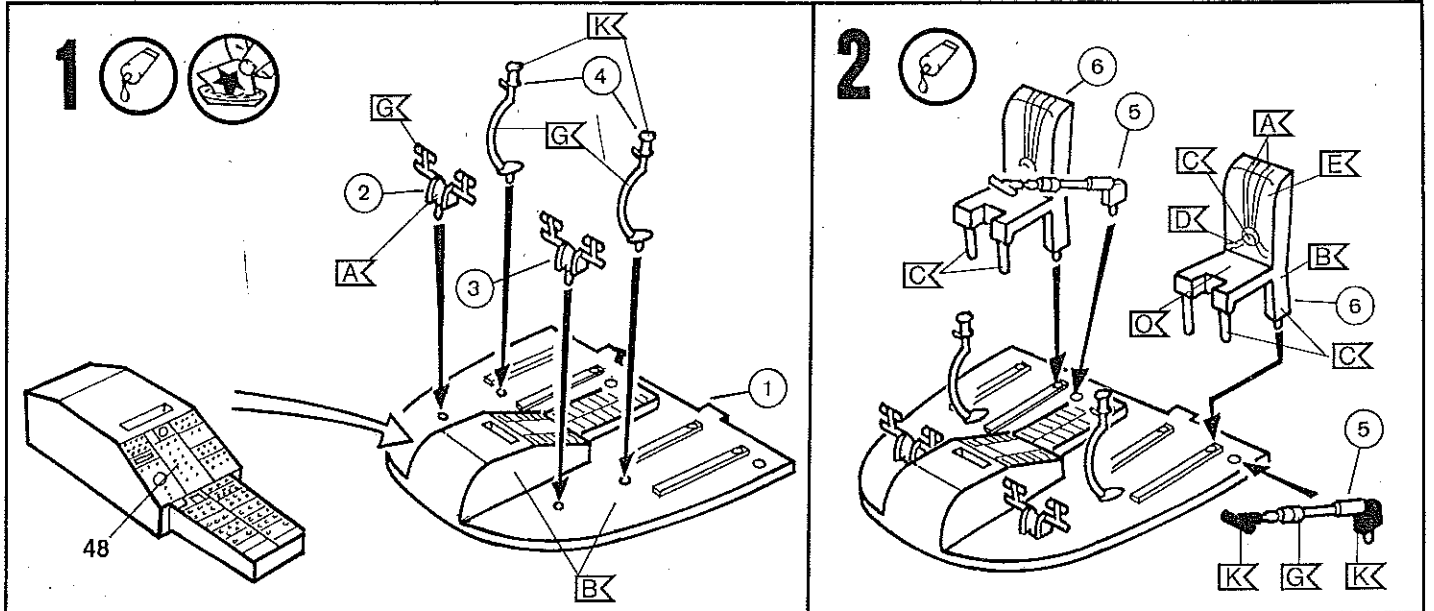
In 1966 Westland Helicopters in the UK received an order for 60 licence-built versions of the famous Sikorsky S-61/SH-3 Sea King for the Royal Navy; the first of these entered service in 1969. Powered by Rolls Royce H-1300 Gnome turboshaft engines and fitted with British avionics, the success of the HAS. Mk.1 version soon led to further developments with the upgraded HAS.2, which first introduced the six-bladed tail rotor; the search and rescue HAR.3 for the RAF and the Royal Navy HC.4 troop carrier, this version also exported as the Commando. Westland Sea King variants have been exported to several other nations including Australia, Belgium, Egypt, Germany, India, Norway, Pakistan, Qatar and Saudi Arabia. Further development led to the HAS. Mk.5, which featured the MEL Sea Searcher radar in a larger dorsal radome, upgraded avionics fit and new sonobuoy equipment; these entered service in 1981. During the Falklands War of 1982, British forces lacked any form of airborne early warning - a costly mistake which led to the loss of important warships. An emergency programme led to the Sea King AEW.2, airframes being converted to carry search radar housed in an inflatable radome mounted on a swivelling arm; they were first operated by No. 824 Squadron in August 1982. In late 1982 No.849 Sqn., the Navys traditional early warning unit, was reactivated to operate the AEW 2/2As, these remaining in service and currently being replaced with the new AEW.7. The current anti-submarine variant is the HAS.6, which first entered service with No. 824 Squadron in 1988. Although similar to the Mk.5, its internally housed digital avionics and integrated radar equipment is completely upgraded and composite rotor blades are fitted; the first five were new-build aircraft and a further 73 are conversions of Mk.5s. The HAS.6 has served with five other squadrons and remains the Royal Navys main anti-submarine helicopter pending introduction of the new Merlin HM.1 into full service. More powerful Gnome H-1400-1 turboshaft engines, each rated at 1,118.5kW (1,500 shp), give it a maximum speed of 259km/h (161mph) and a range of 1,229km (764 miles.). Main rotor diameter: 18.89m (62ft.) Fuselage length: 17m (55ft 9.75in.) Height: 5m (16ft 6in.) Armament: a variety of depth charges and Sting Ray homing torpedoes.

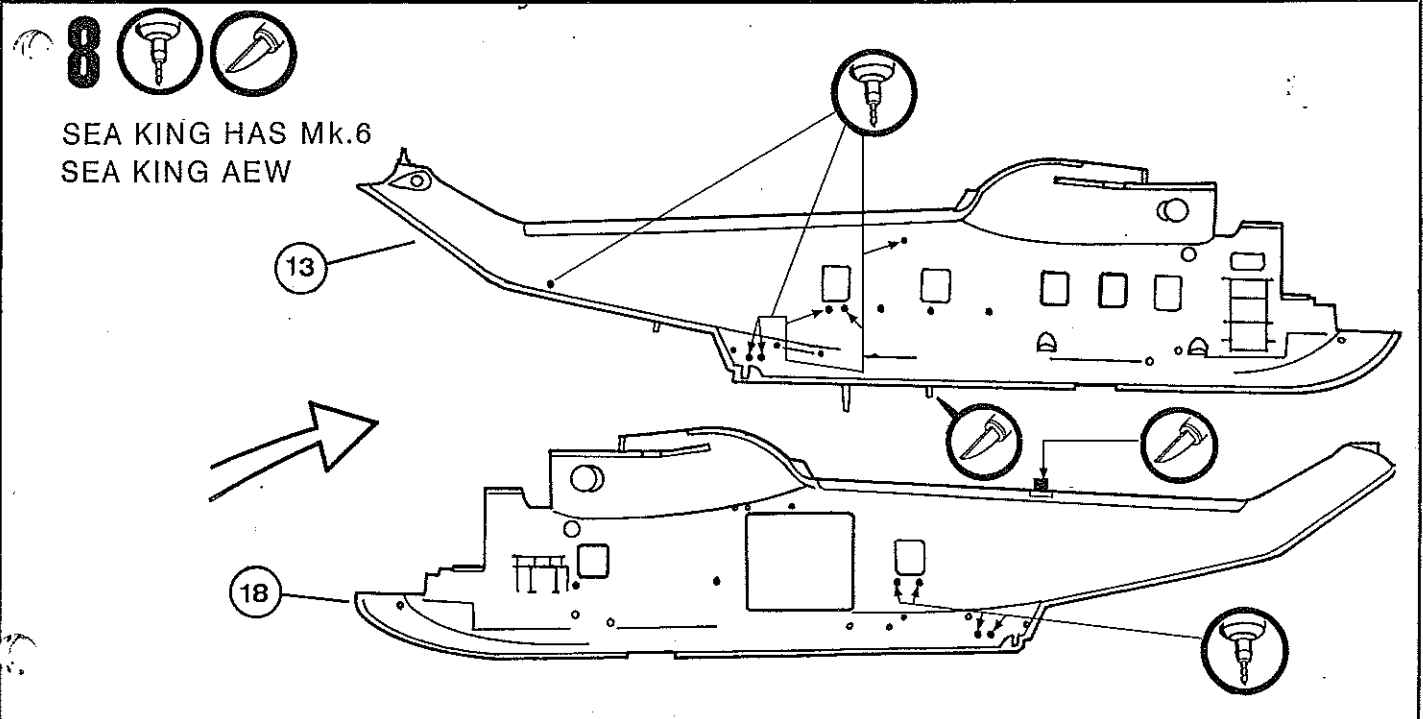
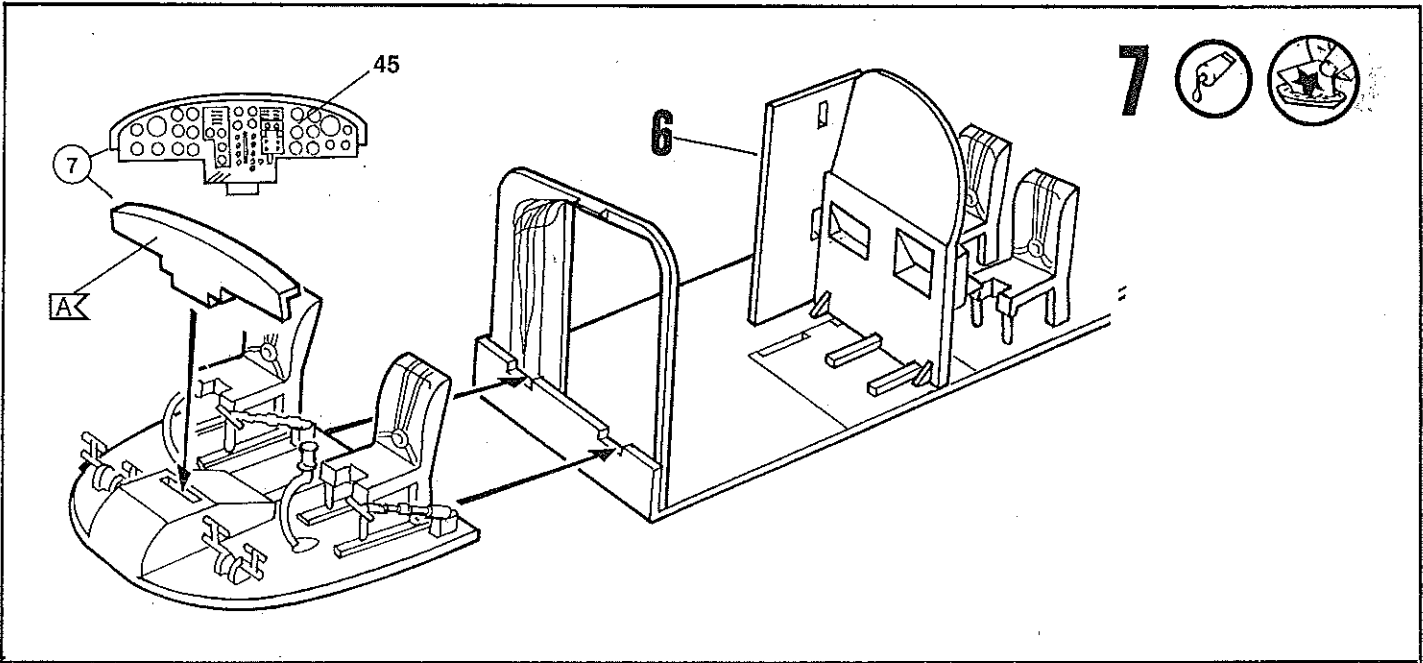
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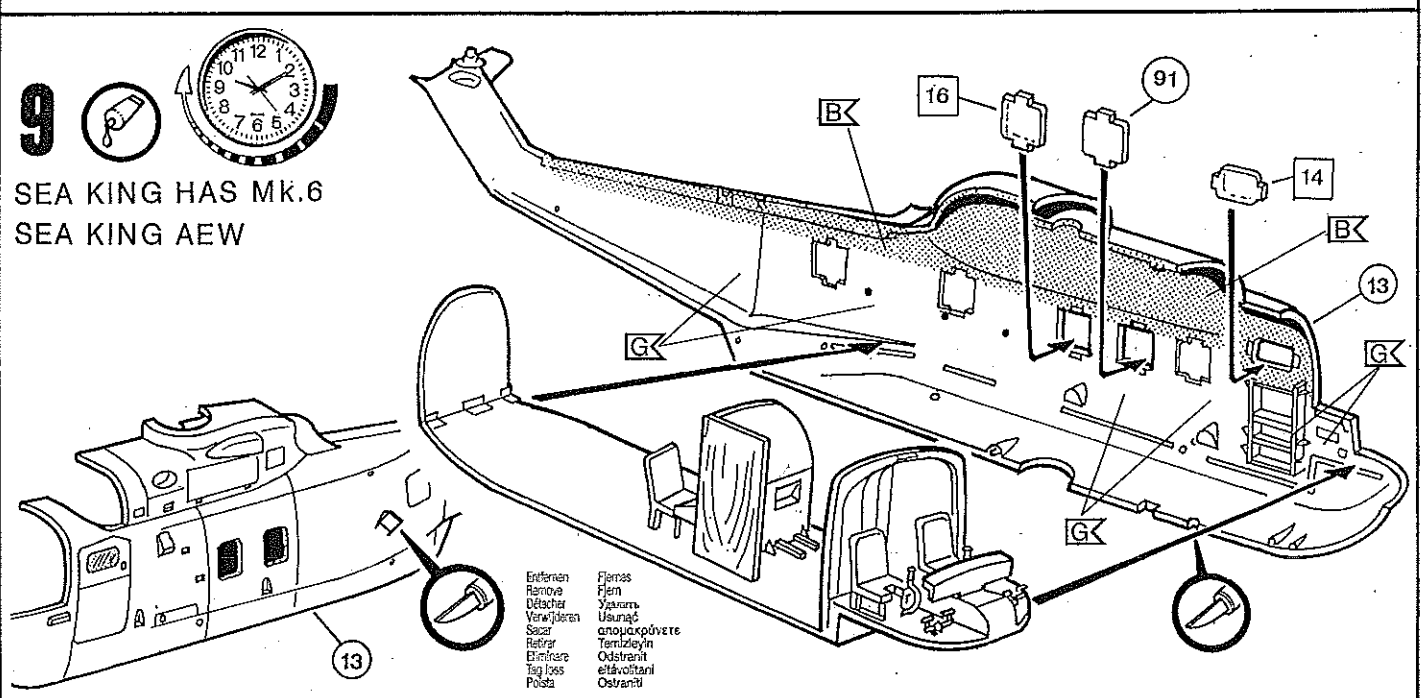


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 Pièces non utilisées
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 Peças não utilizadas
 Partii non usate
 Inte amândă delar
 Terpeettornat osat
 Ikke nødvendige dele
 Delar som ikke er nødvendige
 Неиспользуемые детали
 Elementy niepotrzebne
 μη χρησιμοποιούμενα εξαρτήματα
 Gereksiz parçalar
 Nepotrebné dily
 fel nem használt alkatrészek
 Nepotrební deli





SEA KING HAS Mk.6
SEA KING AEW

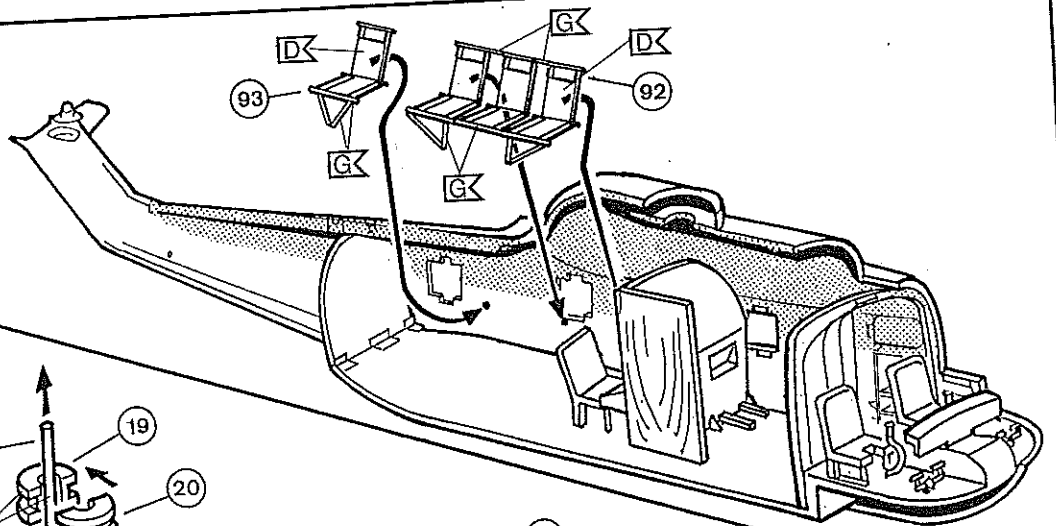


SEA KING HAS MK.6
SEA KING AEW

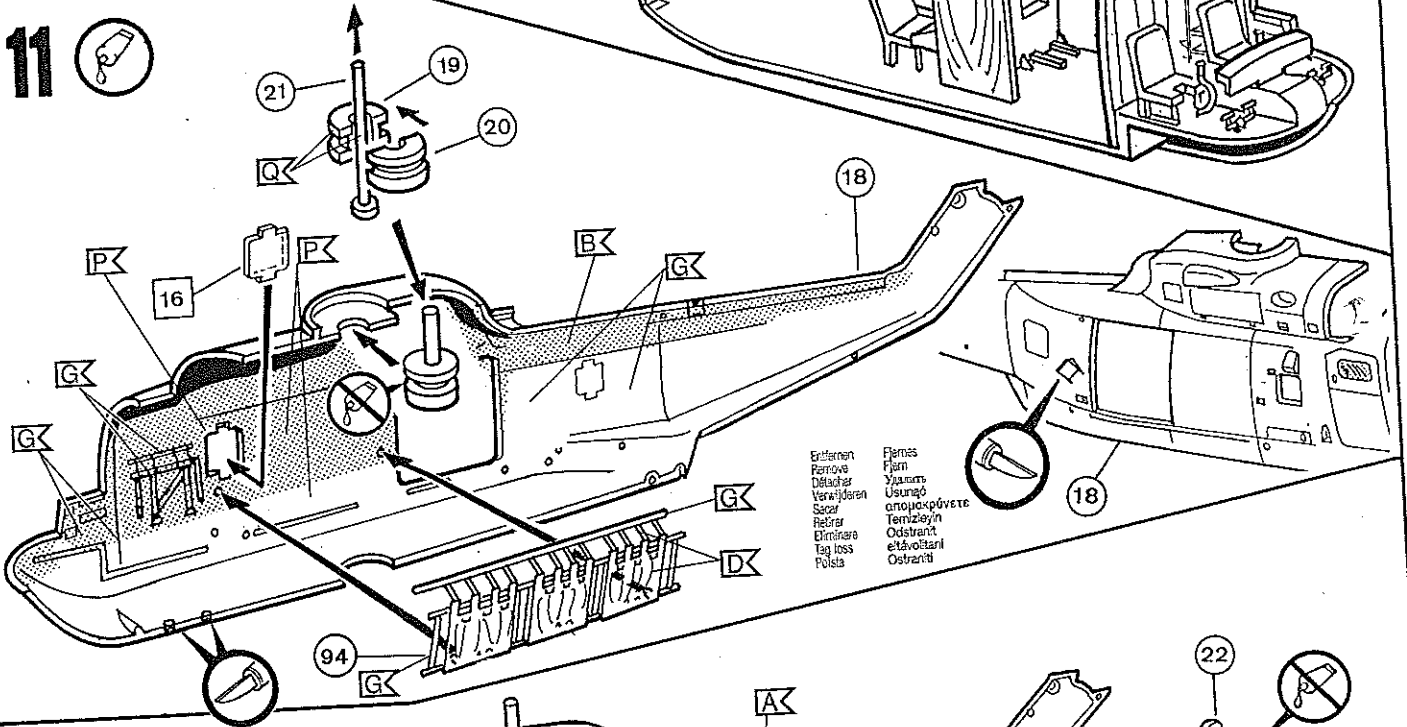
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| Sacar | ortopçuqovete |
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| Polsta | Ostrantl |

10

SEA KING HAS Mk.6



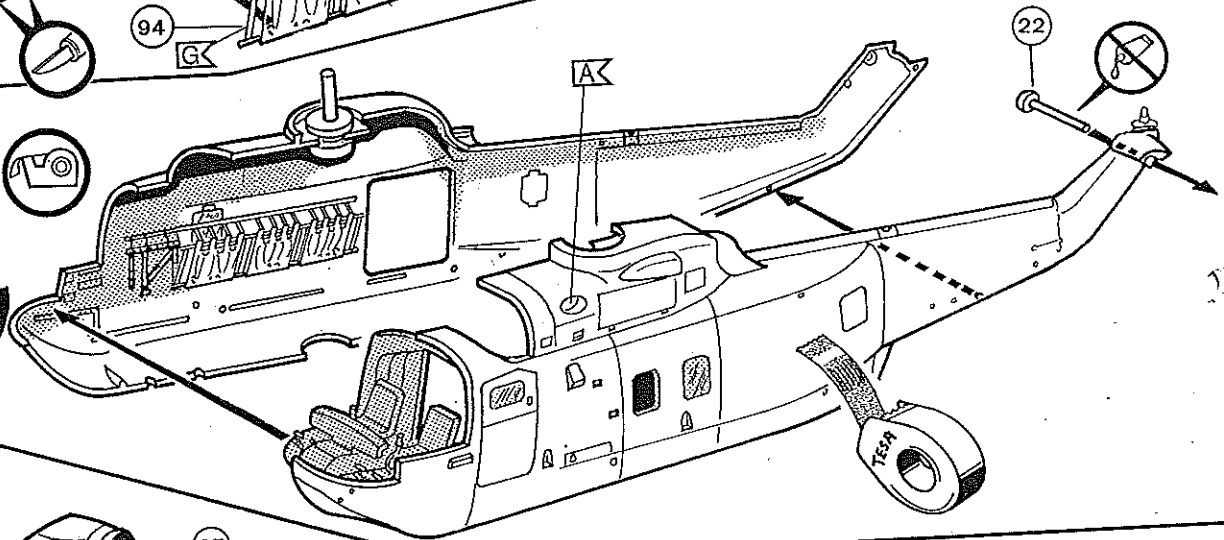
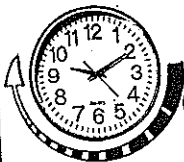
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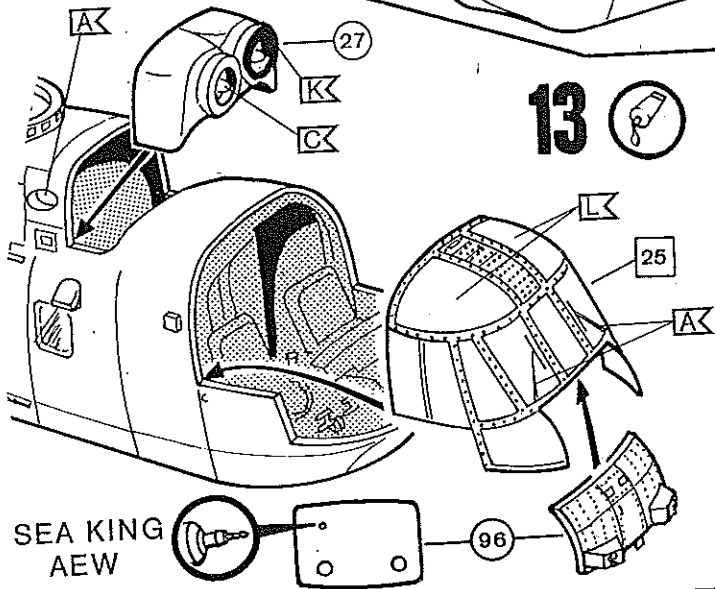
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 Temizleyin
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 etävõitani
 Ostranit

12



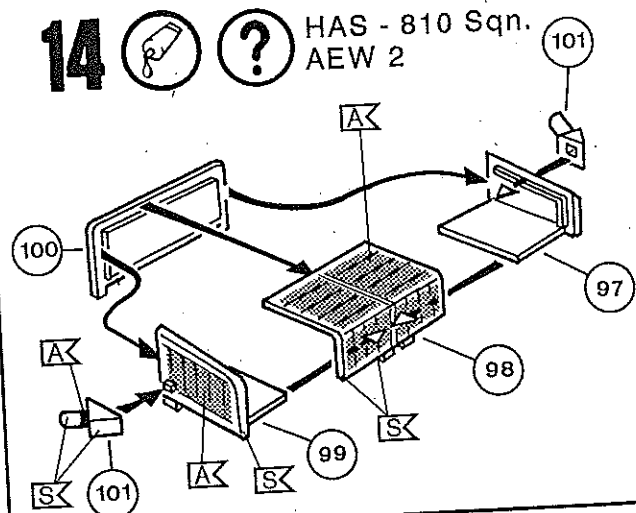
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SEA KING
AEW

14

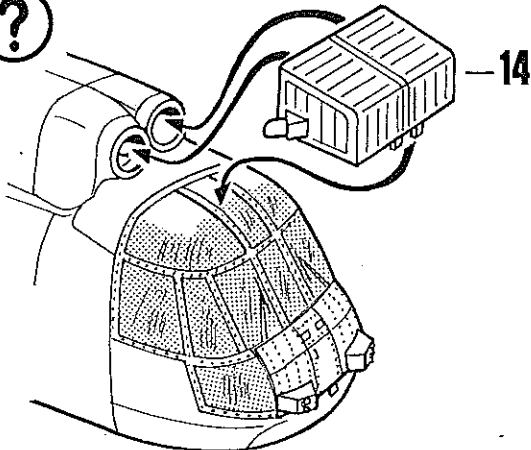
HAS - 810 Sqn.
AEW 2



15

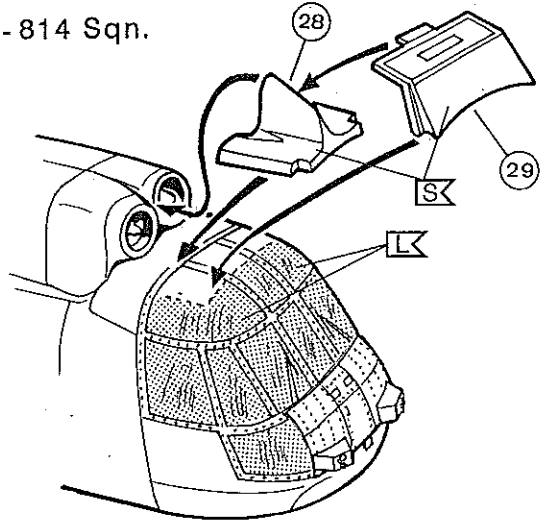


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AEW 2/849 Sqn.



HAS - 814 Sqn.

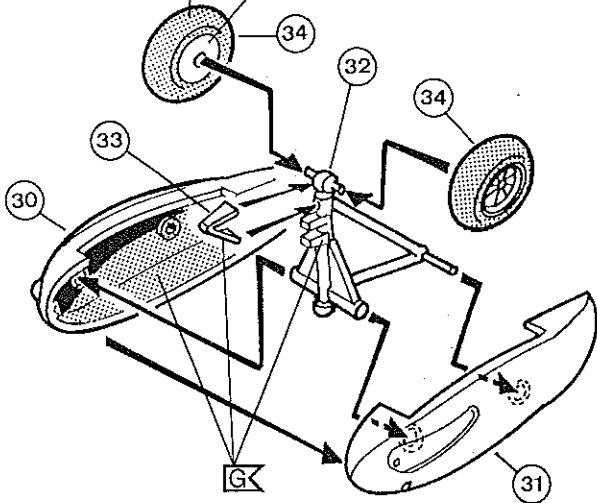
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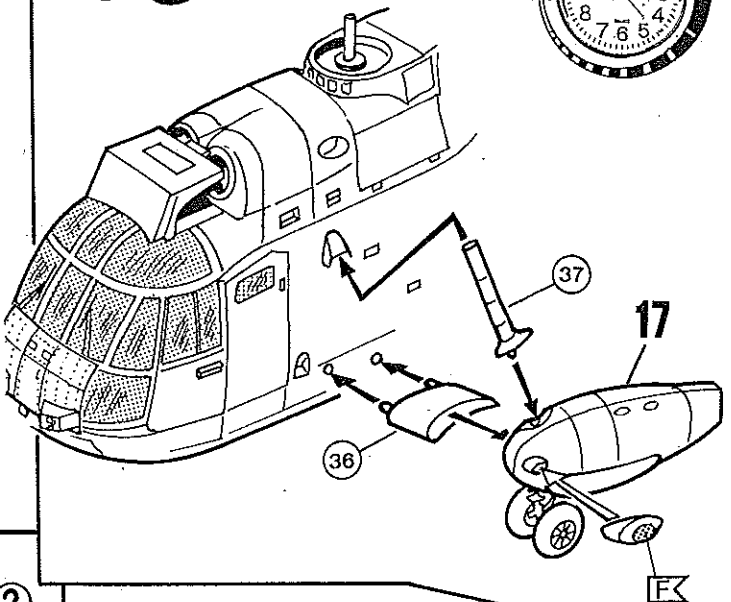
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AK GK



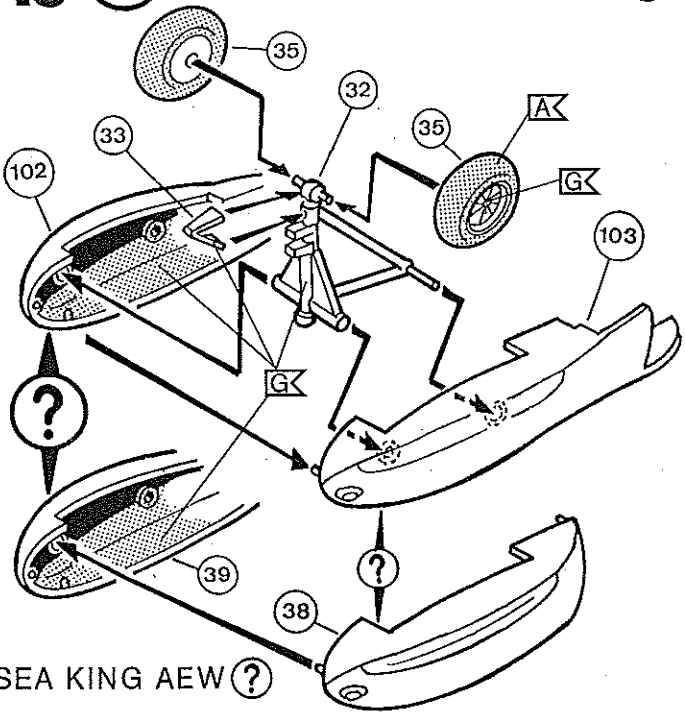
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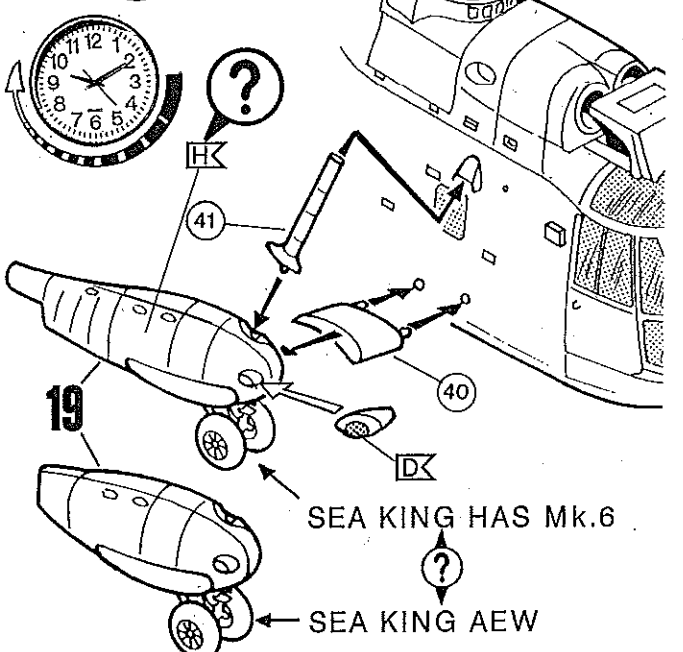


SEA KING HAS Mk.6 ?



SEA KING AEW ?

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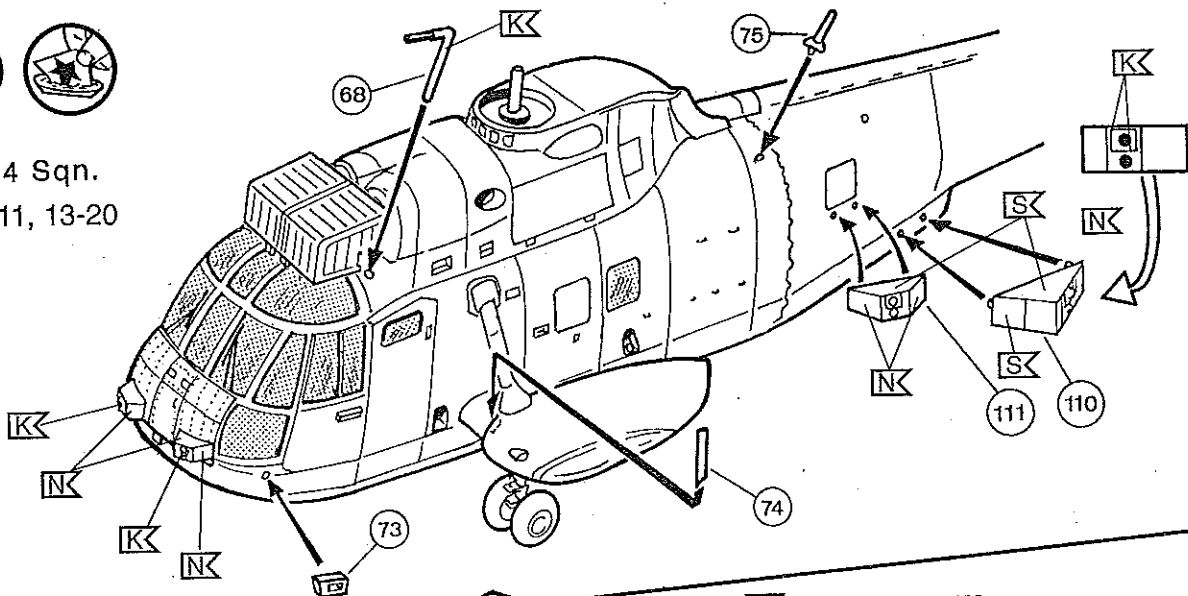
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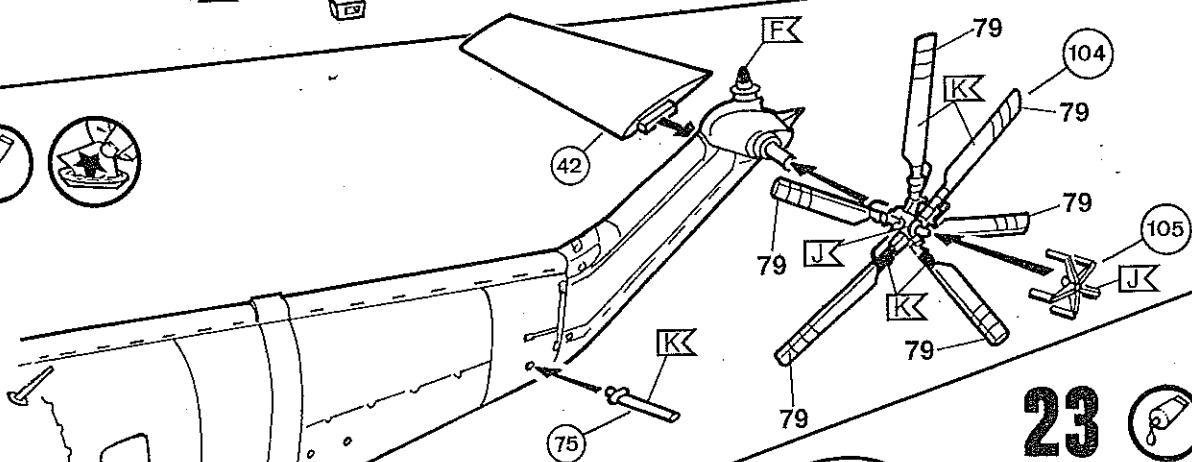


HAS 6 - 814 Sqn.
KK + 1-6, 9-11, 13-20

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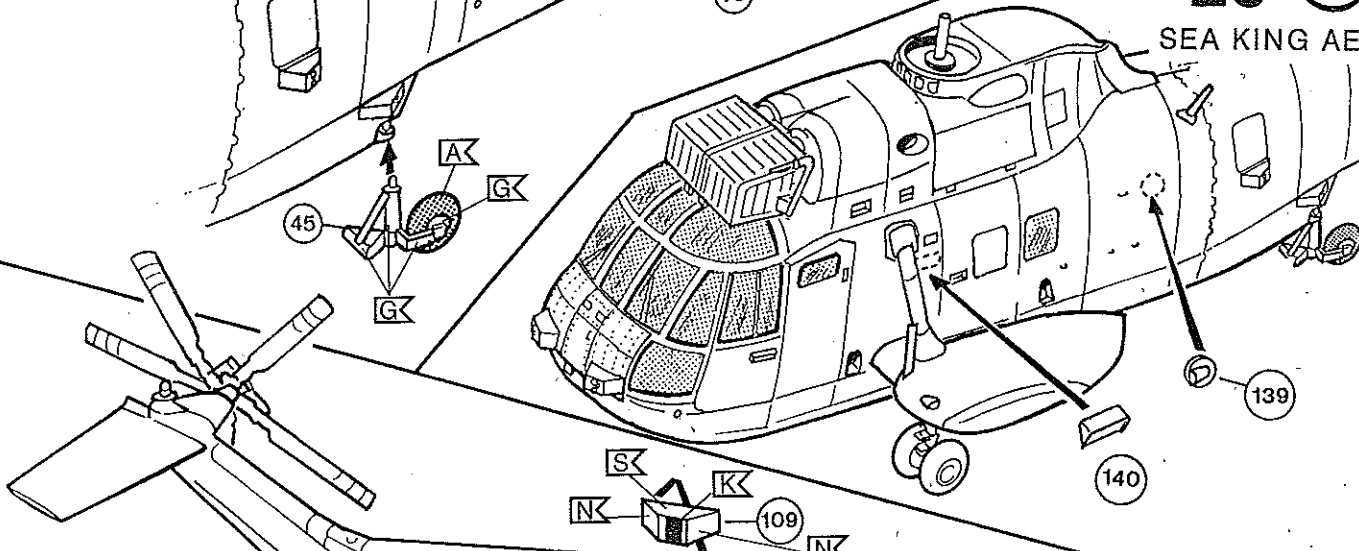
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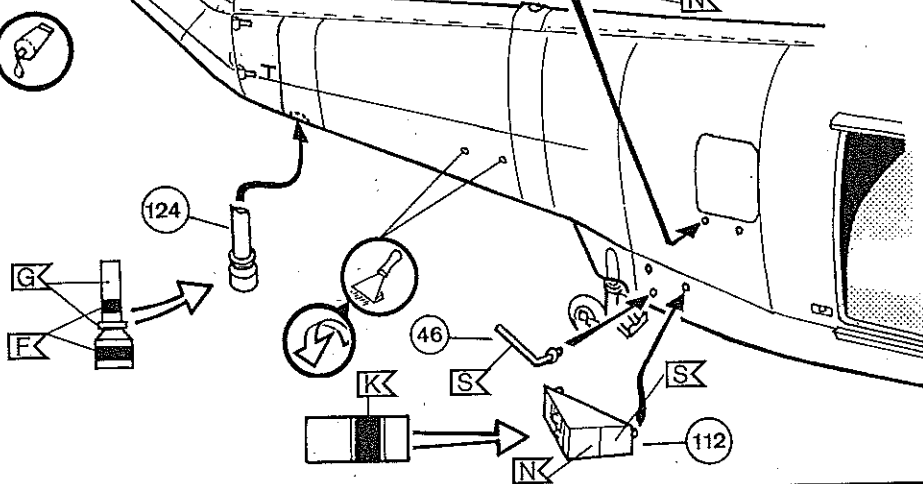
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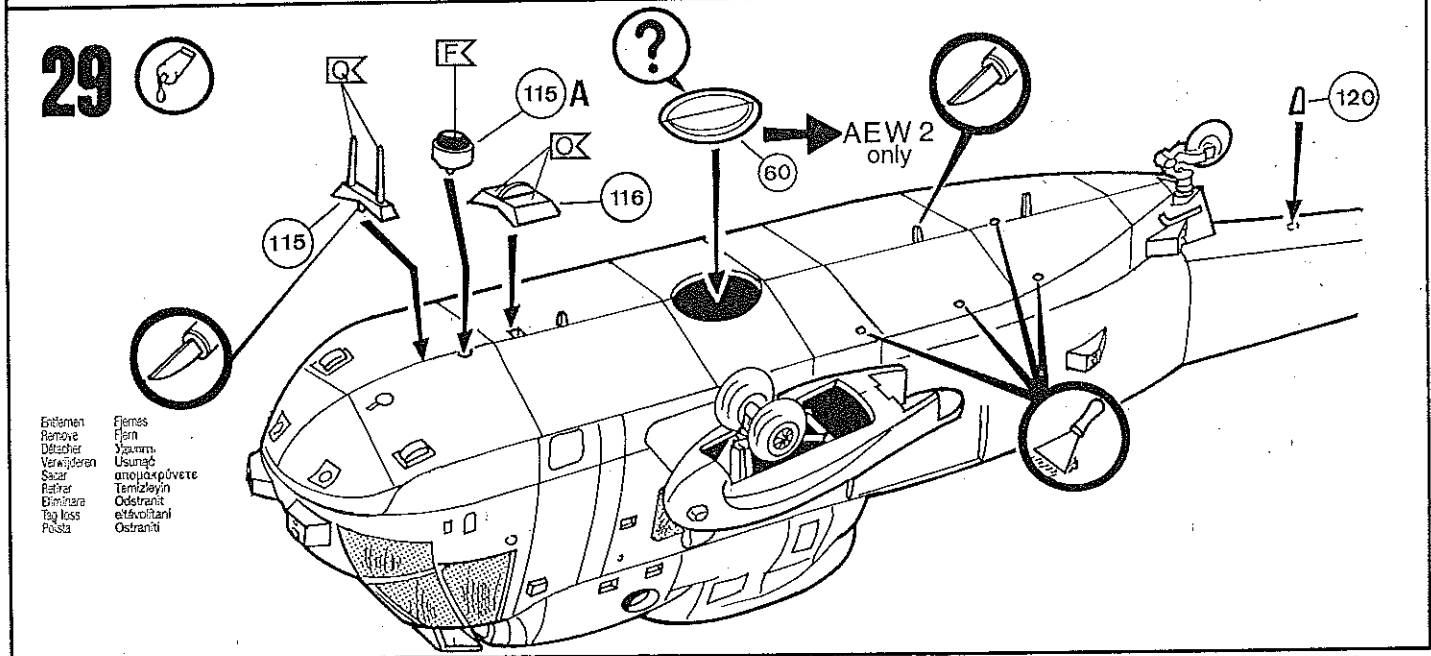
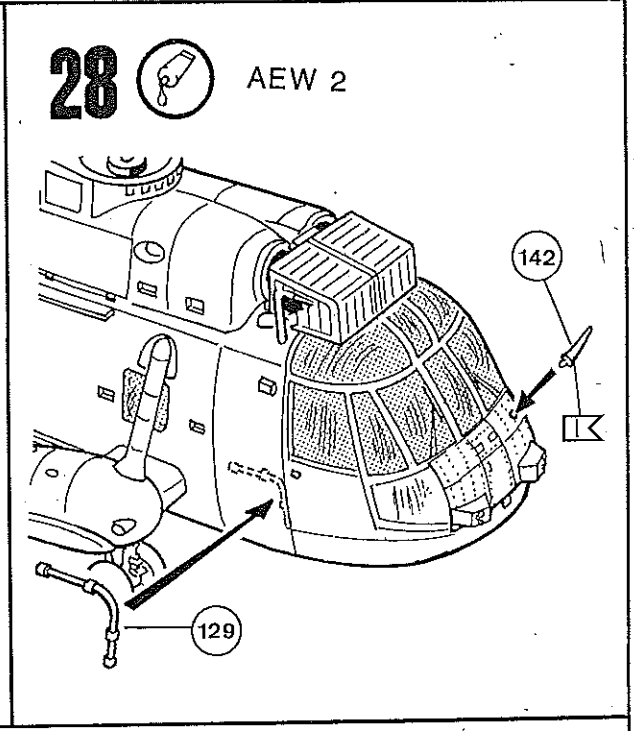
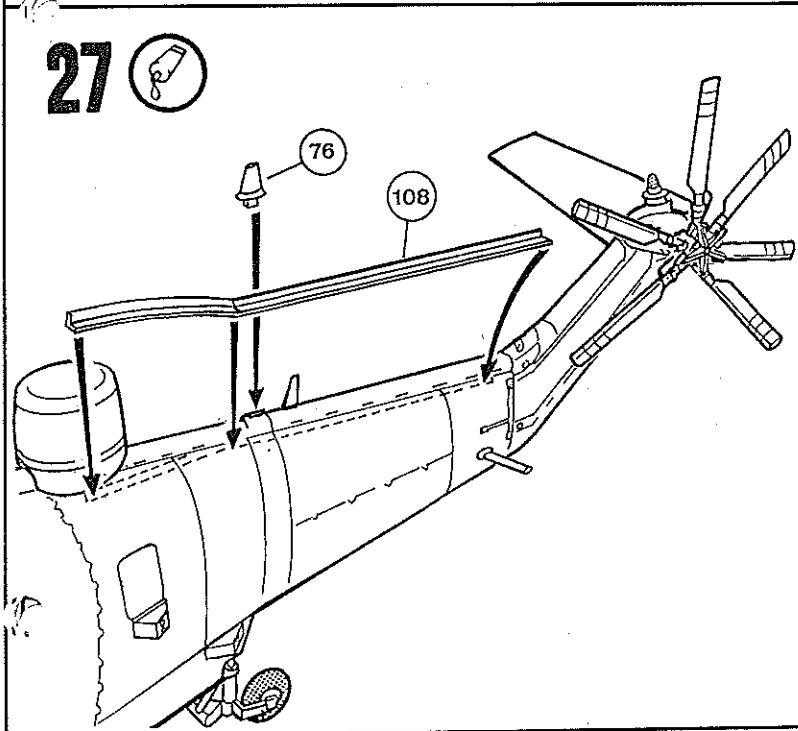
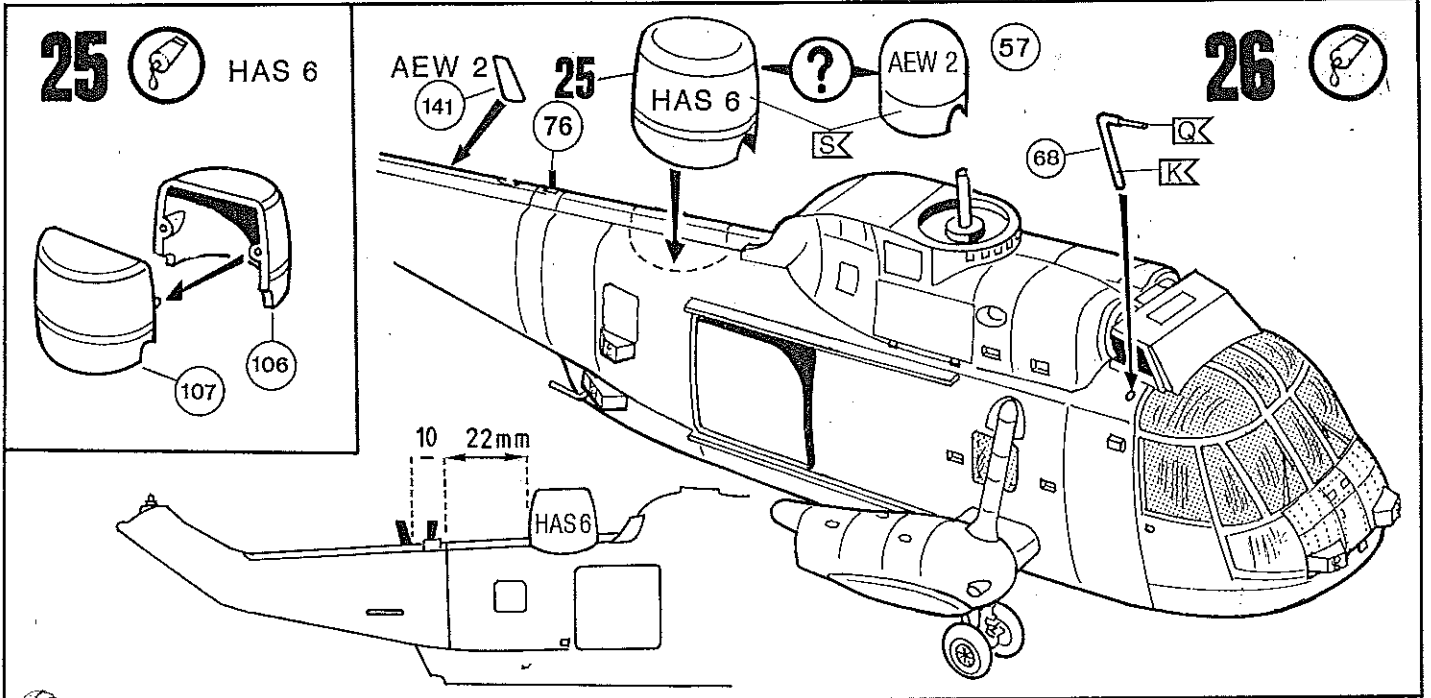


SEA KING AEW



24

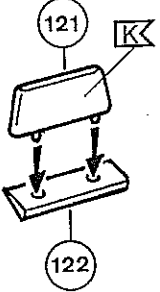




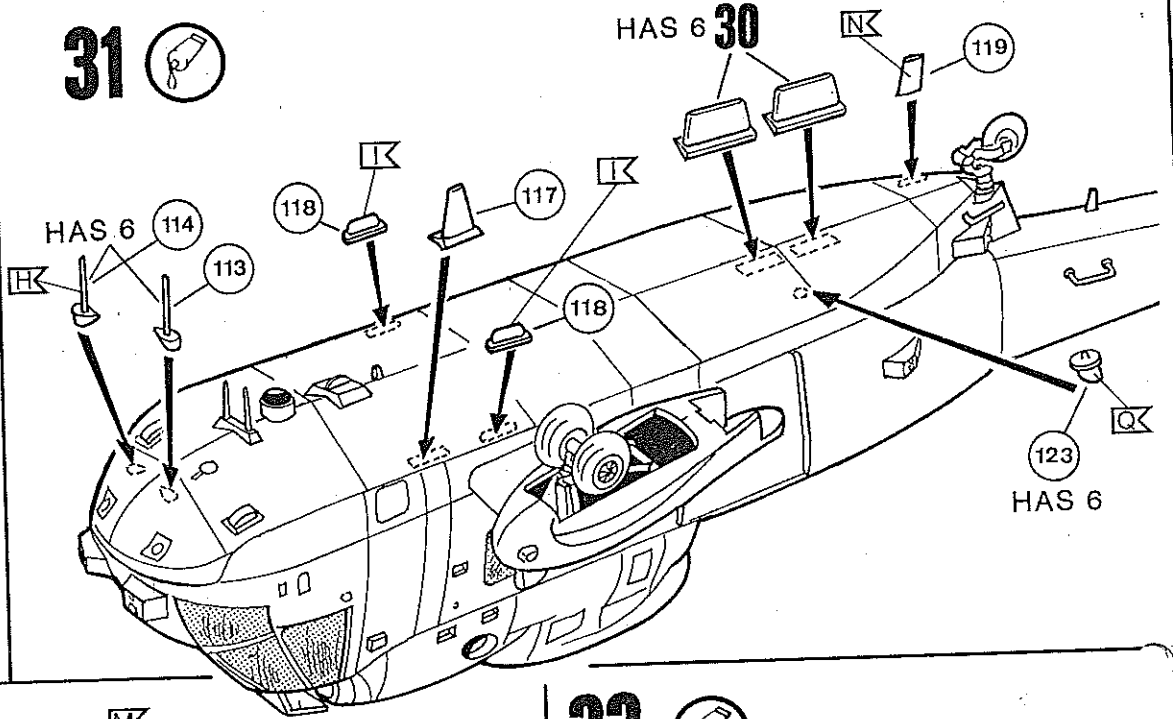
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2X HAS 6



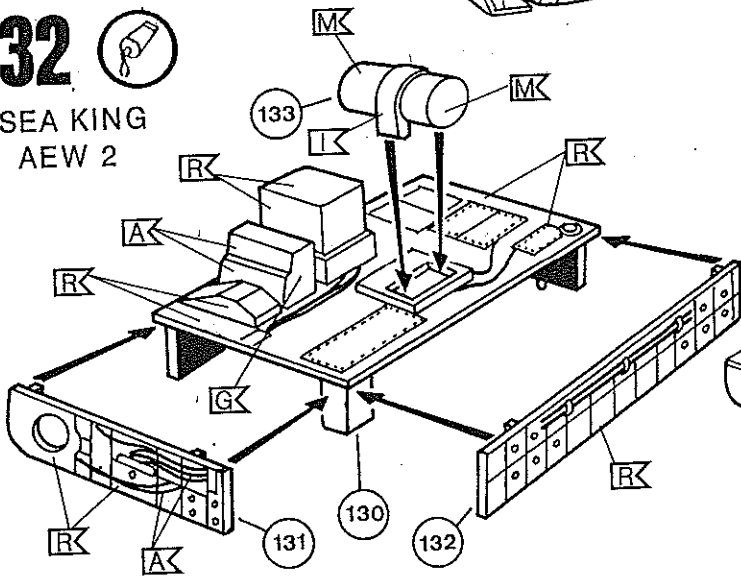
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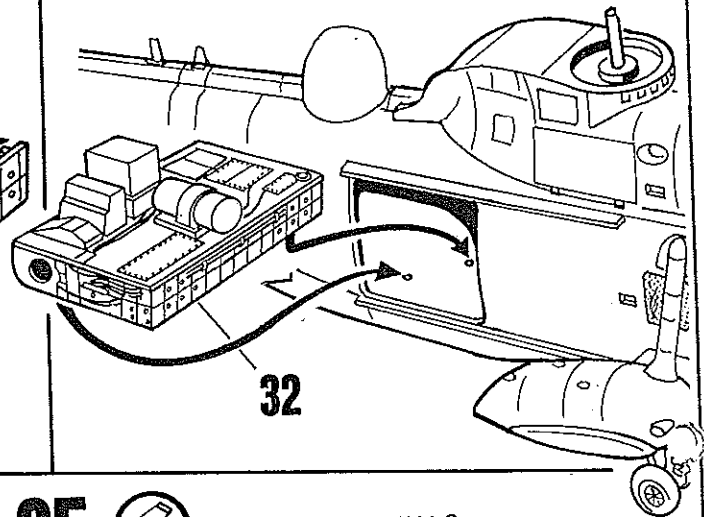
SEA KING AEW 2



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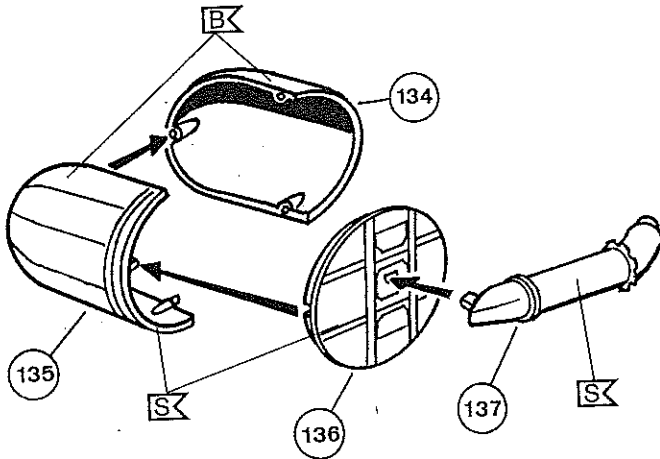
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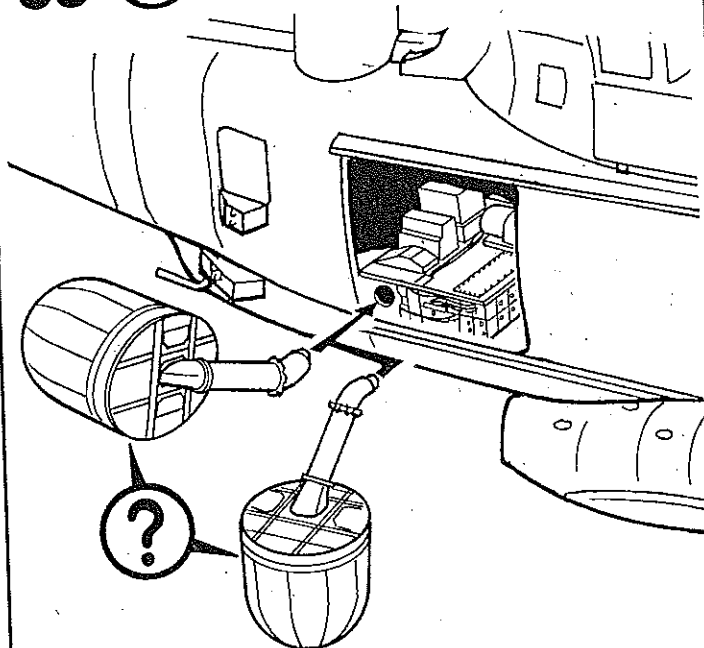
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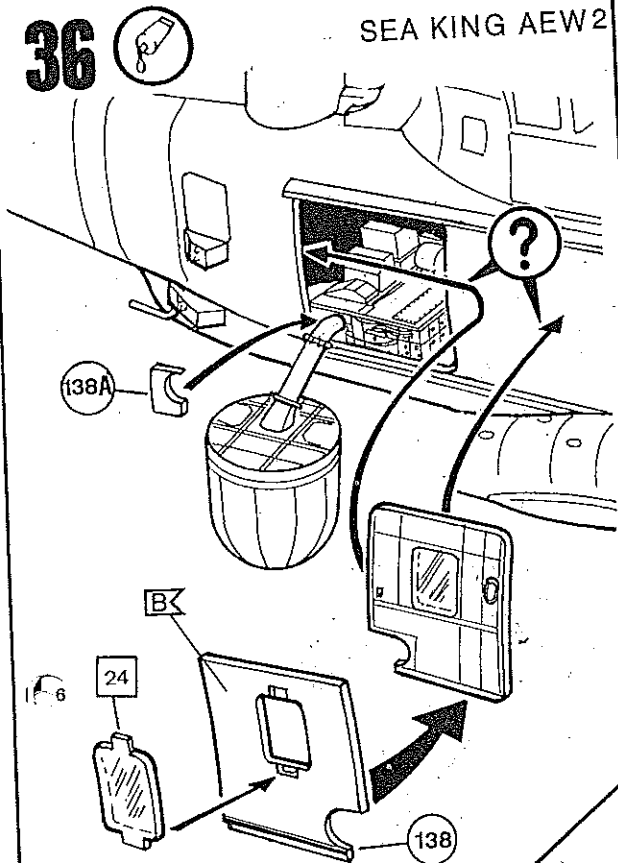


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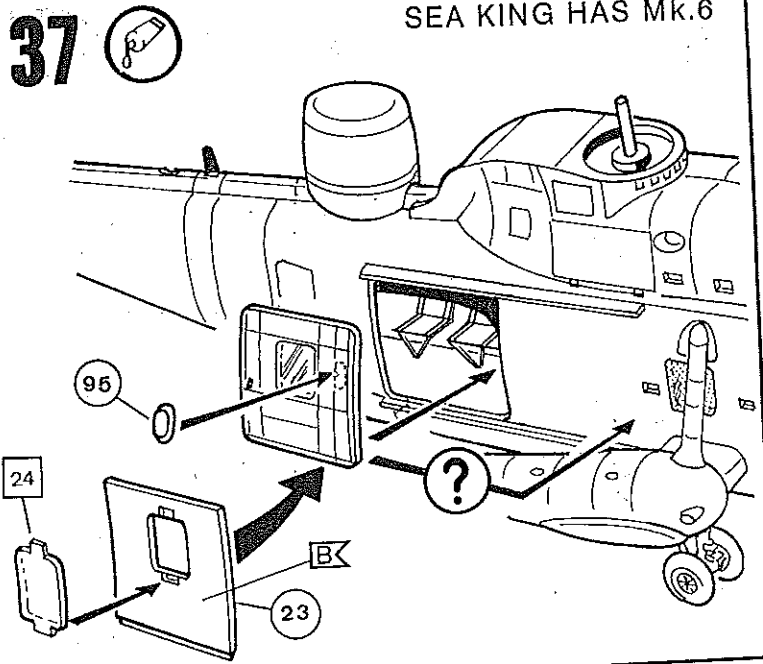
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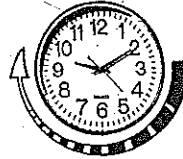
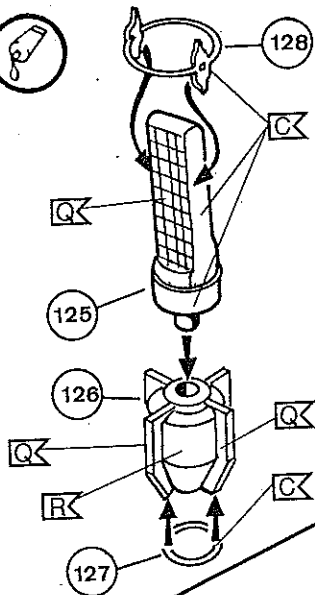
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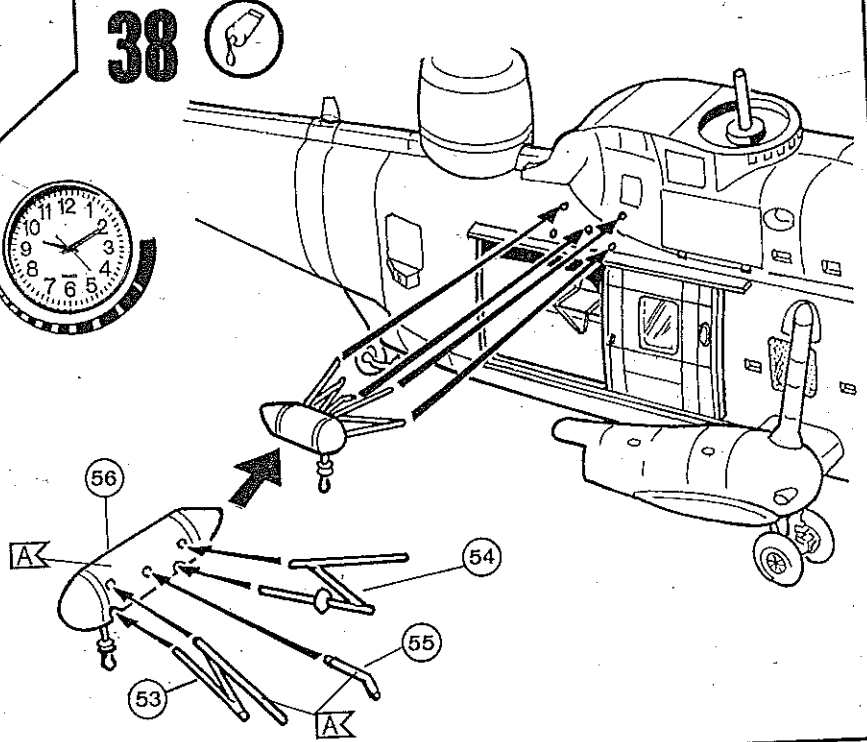
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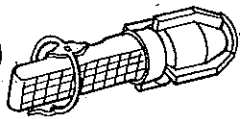
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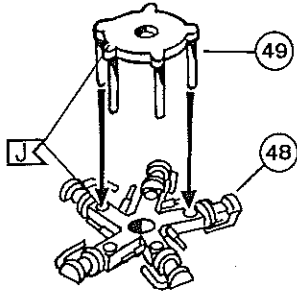
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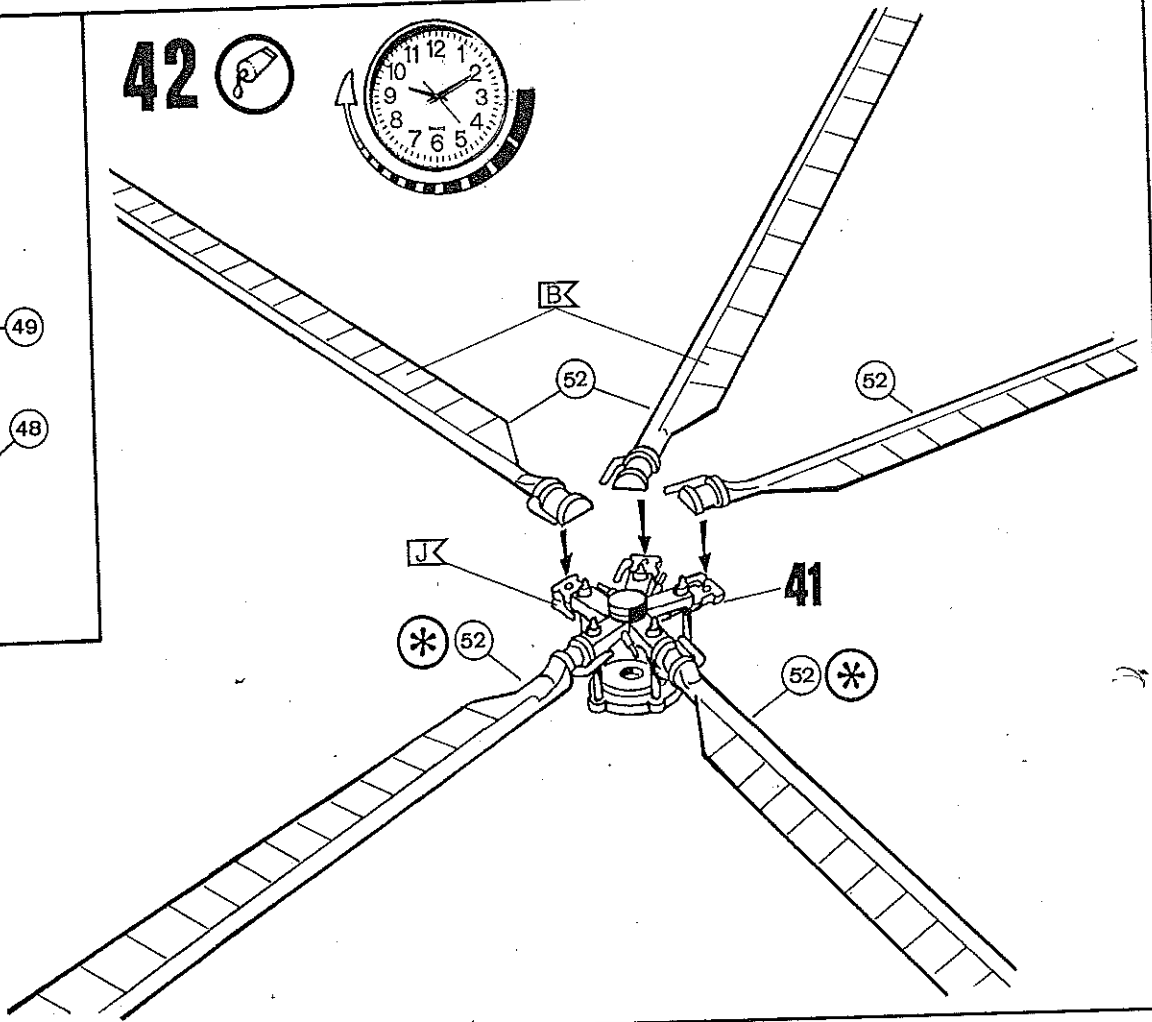
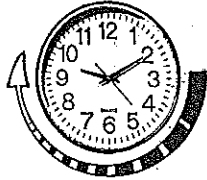
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- Thread
- Fil
- Draad
- Hilo
- Fios
- Fio
- Tred
- Lanka
- Tűt
- Szór
- Hím
- Nős
- Nős (szarvack)
- схворст
- лпшк
- Vlakno
- fonál
- Nit

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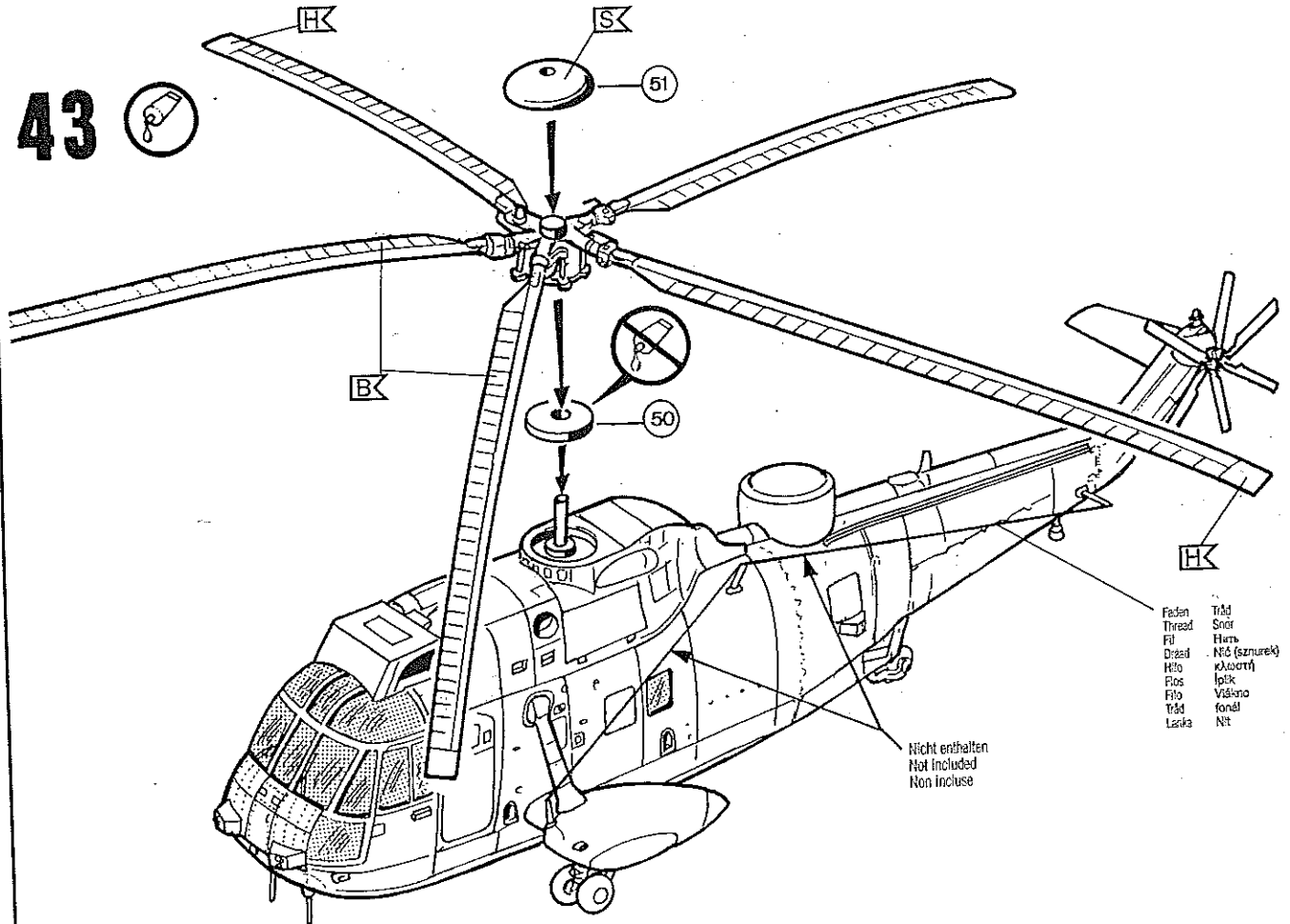
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42



43



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Non include

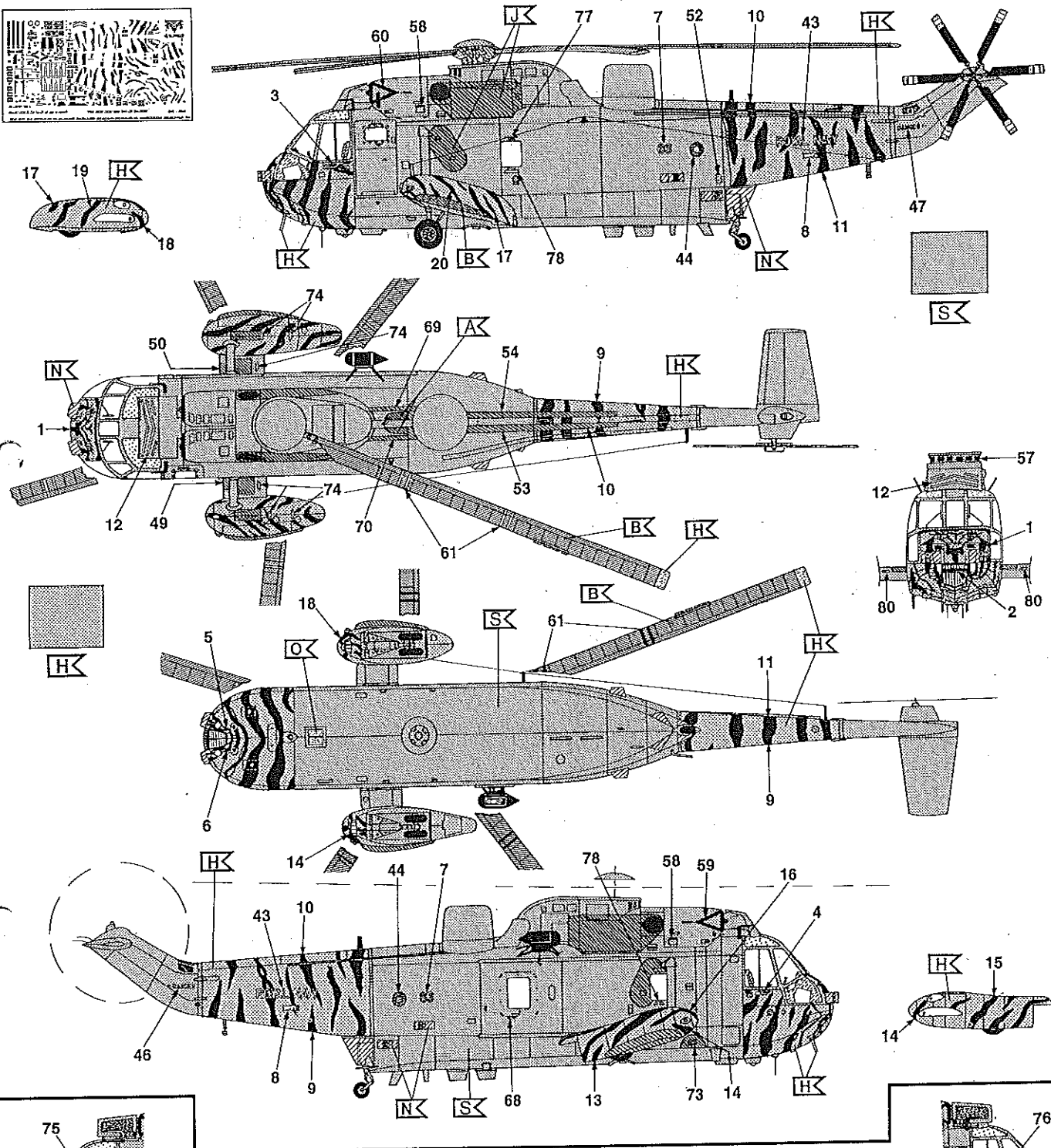
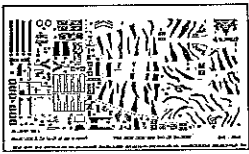
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| Faden | Tråd |
| Thread | Szék |
| Fil | Hír |
| Drad | N&C (szűrés) |
| Hilo | κλωστή |
| Fios | Ipik |
| Filo | Vidano |
| Tråd | fonál |
| Lanka | Nit |

44



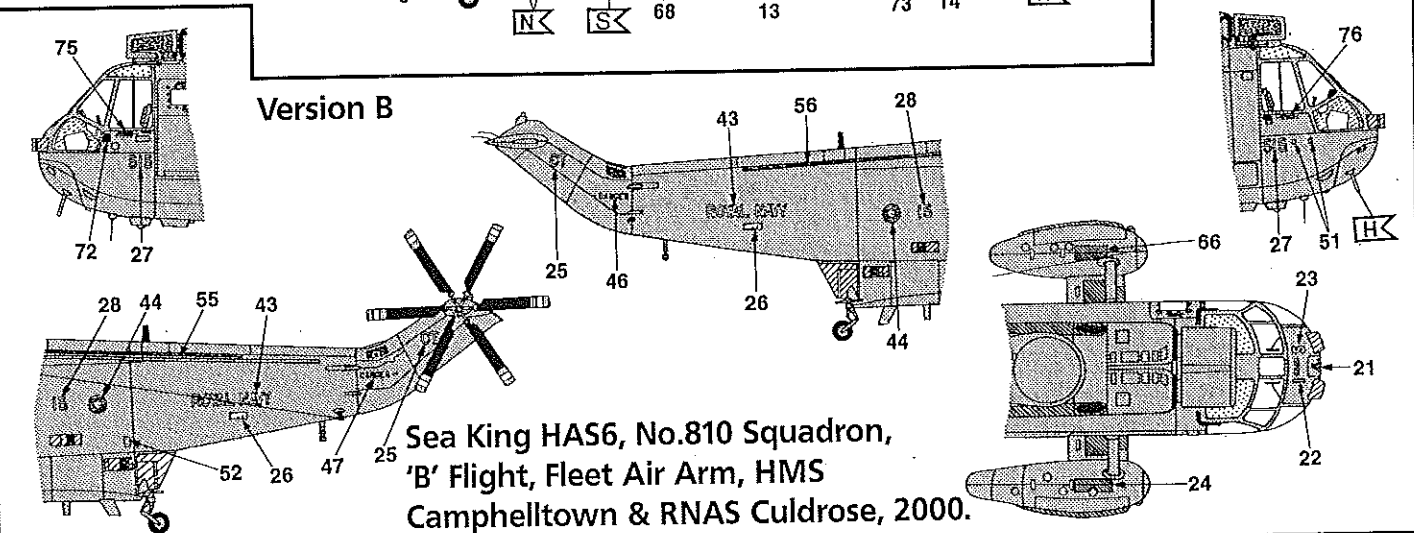
Version A

Sea King HAS6, No.814 Squadron, Fleet Air Arm,
RFA Argus & RNAS Culdrose, 1999.



Version B

Sea King HAS6, No.810 Squadron,
'B' Flight, Fleet Air Arm, HMS
Campbelltown & RNAS Culdrose, 2000.



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Sea King AEW 2, No.849 Squadron, 'B' Flight, HMS Illustrious & RNAS Culdrose, 2000.

Version C

