

Sh

SH

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SH may refer to:

Sikorsky SH-60 Seahawk

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The Sikorsky SH-60/MH-60 Seahawk (or Sea Hawk) is a twin turboshaft engine, multi-mission United States Navy helicopter based on the United States Army UH-60 Black Hawk and a member of the Sikorsky S-70 family. The most significant modifications are the folding main rotor blades and a hinged tail to reduce its footprint aboard ships.

The U.S. Navy acquired H-60 helicopters under the model designations SH-60B, SH-60F, HH-60H, MH-60R, and MH-60S. Able to deploy aboard any air-capable frigate, destroyer, cruiser, fast combat support ship, expeditionary transfer dock, amphibious assault ship, littoral combat ship or aircraft carrier, the Seahawk can handle anti-submarine warfare (ASW), anti-surface warfare (ASUW), naval special warfare (NSW) insertion, search and rescue (SAR), combat search and rescue (CSAR), vertical replenishment (VERTREP), and medical evacuation (MEDEVAC). When entering service, the SH-60 was too large to operate from some of the smaller vessels in service, so it served along with the Kaman SH-2F and SH-2G models until 2001.

Early model Seahawks began to be retired in the 2010s and 2020s, with the last B model leaving U.S. Navy service in 2015, after over three decades, then the F and H models followed in 2016. These were replaced by the upgraded MH-60R and S models.

.sh

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.sh is the Internet country code top-level domain (ccTLD) for the British Overseas Territory of Saint Helena, Ascension and Tristan da Cunha, although it is primarily used in Saint Helena (Ascension Island has its own ccTLD, .ac). Registrations of internationalized domain names are also accepted.

On 22 February 2010, the ISO 3166-1 code for Saint Helena, Ascension and Tristan da Cunha changed to reflect the SH used for the ccTLD.

SH-AWD

Super Handling-All Wheel Drive (SH-AWD) is a full-time, fully automatic, all-wheel drive traction and handling system, which combines front-rear torque

Super Handling-All Wheel Drive (SH-AWD) is a full-time, fully automatic, all-wheel drive traction and handling system, which combines front-rear torque distribution control with independently regulated torque distribution to the left and right rear wheels. This way the system freely distributes the optimum amount of

torque to all four wheels according to the driving conditions. The system was announced in April 2004, and was introduced in the North American market in the second generation 2005 model year Acura RL, and in Japan as the fourth generation Honda Legend.

Originally implemented in the Acura RL, SH-AWD allows torque to be continuously distributed between front and rear wheels from 70% front/30% rear to 30% front/70% rear, with up to 100% of the rear power being distributed to the outer left or right wheel to assist in cornering and dramatically reducing understeer. For example, in straight-line, full-throttle acceleration, the RL is capable of distributing 40% of torque to the rear wheels and 60% to the front wheels. In a hard turn, up to 100% of the rear wheel power can be distributed to the single, outer rear wheel. This action pushes the rear around the corner, reducing understeer and keeping the car balanced and controlled. The effect is similar to steering a row boat where applying more power to one oar can turn the boat.

The SH-AWD all-wheel-drive system was lauded by Popular Science as one of the best automotive innovations of 2004, and as part of an already tech-filled vehicle helped to earn the 2005 "Tech car of the year" from CNET.

Honda has since announced an evolution of SH-AWD using hybrid electric technology. In a 2012 announcement, Sport Hybrid SH-AWD replaces the engine powered mechanical drive shaft and clutch packs by two, 27 horsepower electric motors, one on each wheel, not driven by the gasoline engine. The first two announced applications of the Sport Hybrid SH-AWD are to be on the rear wheels of the 2014 Acura RLX, and on the front wheels of the second generation Acura NSX.

Sh-Boom

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"Sh-Boom" ("Life Could Be a Dream") is a doo-wop song by the R&B vocal group the Chords. It was written by James Keyes, Claude Feaster, Carl Feaster, Floyd F. McRae, and William Edwards, members of the Chords, and was released in 1954. It is sometimes considered the first doo-wop or rock and roll record to reach the top ten on the pop charts (as opposed to the R&B charts), as it was a top-10 hit that year for both the Chords (who first recorded the song) and the Crew-Cuts. In 2004, it was ranked No. 215 on Rolling Stone's "Top 500 Best Songs of All Time".

Sh!

Sh! may refer to: Sh! is an abbreviation of Sh! Women's Erotic Emporium SH! is an abbreviation of Sledge Hammer! This disambiguation page lists articles

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Sikorsky SH-3 Sea King

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The Sikorsky SH-3 Sea King (company designation S-61) is an American twin-engine anti-submarine warfare (ASW) helicopter designed and built by Sikorsky Aircraft. A landmark design, it was one of the first ASW rotorcraft to use turboshaft engines.

The Sea King has its origins in efforts by the United States Navy to counter the growing threat of Soviet submarines during the 1950s. Accordingly, the helicopter was specifically developed to deliver a capable ASW platform; in particular, it combined the roles of hunter and killer, which had previously been carried out by two separate helicopters. The Sea King was initially designated HSS-2, which was intended to imply a level of commonality to the earlier HSS-1; it was subsequently redesignated as the SH-3A during the early 1960s.

Introduced to service in 1961, it was operated by the United States Navy as a key ASW and utility asset for several decades prior to being replaced by the non-amphibious Sikorsky SH-60 Seahawk in the 1990s. In late 1961 and early 1962, a modified U.S. Navy HSS-2 Sea King was used to break the FAI 3 km, 100 km, 500 km, and 1000 km helicopter speed records. The Sea King also performed various other roles and missions such as search-and-rescue, transport, anti-shipping, medevac, plane guard, and airborne early warning operations.

The Sea King has also proved to be popular on the export market with foreign military customers, and has also been sold to civil operators as well. As of 2024, many examples of the type remain in service in nations around the world, although some major users have begun to retire the type. The Sea King has been built under license by Agusta in Italy, Mitsubishi in Japan, Canada by United Aircraft of Canada, and by Westland in the United Kingdom as the Westland Sea King. The major civil versions are the S-61L and S-61N. The S-61R was another important variant, which was the CH-3C/E Sea King, used by the U.S. Coast Guard as the HH-3F Pelican, and the Air Force's HH-3E Jolly Green Giant; this version had a ramp at the rear among other changes.

Kaman SH-2 Seasprite

The Kaman SH-2 Seasprite is a ship-based helicopter originally developed and produced by American manufacturer Kaman Aircraft Corporation. It has been

The Kaman SH-2 Seasprite is a ship-based helicopter originally developed and produced by American manufacturer Kaman Aircraft Corporation. It has been typically used as a compact and fast-moving rotorcraft for utility and anti-submarine warfare (ASW) missions. Early on it was modest sized single-engined naval utility helicopter, and progressed to twin-engine ASW and SAR, and the latest model served well into the 21st century, with G model in active service in the 2020s with Egypt, New Zealand, Peru, and Poland.

The Seasprite, with the internal Kaman designation K-20, was developed in the late 1950s in response to a United States Navy (USN) requirement for a suitably fast and compact naval utility helicopter. The USN found the Seasprite attractive, and ordered four prototypes and an initial batch of 12 production helicopters as the HU2K-1. Under the 1962 United States Tri-Service aircraft designation system, the HU2K and HU2K-1 were re-designated as H-2 and UH-2A respectively. Kaman also pursued foreign sales; after showing interest, the Royal Canadian Navy (RCN) rejected the Seasprite due to an unexpected price increase and underperformance during sea trials. The USN addressed the poor performance by converting the single-engine Seasprites into a more powerful twin-engine configuration from 1968.

In October 1970, the USN selected the Seasprite as the interim Light Airborne Multi-Purpose System (LAMPS) helicopter, resulting in the SH-2D/F variant with enhanced ASW and anti-surface warfare sensors. Most UH-2s were converted into SH-2Fs.

USN Seasprites were used for ASW, search and rescue (SAR), utility and plane guard for aircraft carriers. In the Vietnam War they were mainly used for combat search and rescue (CSAR), and combat support and surface warfare during the Gulf War. The SH-2G Super Seasprite was the last variant and — in 2001 — the last Seasprite to leave USN service. Retired USN Seasprites were offered as foreign aid in the 1990s and 2000s; this led to quite some interest and F and/or G models served with New Zealand, Poland, and Egypt. Retired models were also sent to aviation museums, and a number have been put on display. However, the

latest upgraded models are still in frontline service with several navies around the world.

Lib Sh

Sh was an early metaprogramming language for programmable GPUs. It offered a general-purpose programming language, following a stream-processing model

Sh was an early metaprogramming language for programmable GPUs. It offered a general-purpose programming language, following a stream-processing model. Programs written in Sh could either run on CPUs or GPUs, obviating the need to write programs in a mix of two programming languages as was the case with earlier GPU programming systems such as Cg or HLSL.

As of August 2006, it is no longer maintained. RapidMind Inc. was formed to commercialize the research behind Sh. RapidMind was then bought by Intel and ceased Sh development as well.

List of former Texas state highways

routing of SH 288 from FM 521 south Angleton south to SH 332 and SH 288 in Clute. On February 23, 1989, SH 227 extended south to SH 36 over old SH 288. On

Below is a list and summary of some of the deleted state highways (i.e., those with no current routing) as outlined by the Texas Department of Transportation designation files, indicated by having zero current mileage.

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