



## FRCSW, FRCSE Collaborate on JASDF E-2C Requirement

---

NAVAL AIR STATION NORTH ISLAND - In a move that exemplifies teamwork and cooperation, Fleet Readiness Centers Southwest (FRCSW) and Southeast (FRCSE) recently joined forces to ensure the timely return of E-2C Hawkeye components to the Japanese Air Self Defense Force (JASDF).

Work on the JASDF E-2C assets was derived from a 2011 Repair Commercial Services Agreement (CSA) between FRCSW and Aeronautical Systems Incorporated (ASI). ASI provides maintenance, repair, overhaul and logistical support to foreign militaries.

The JASDF operates approximately 13 E-2C aircraft, and was in need of crucial repairs to the nose steering assembly units of eight aircraft to meet mission requirements. Steering assembly units enable pilots to taxi the airplane prior to takeoff and after landing.

Under the terms of the CSA, FRCSW ordered all repair materials through the Defense Logistics Agency (DLA) and provided the touch labor to service the steering assemblies, said Lee Strother, performance-based logistics program coordinator, who ensured the on-time delivery schedules and cost requirements of the project.

“We do a complete overhaul to these,” said hydraulics/pneudraulics shop supervisor Jack Jackson. “That means we’ll completely disassemble the unit, evaluate, order any outstanding material required; then send it out for cleaning, remove any corrosion, run a non-destructive inspection on them and assemble and test them before they’re sent to paint and returned to the customer.”

The units were inducted into the FRCSW components program in Building 472 last August and September and were returned in less than five months, thanks to cooperative problem solving between the two FRCs.

“As the first few units were nearing completion of repair, ASI was notified that the test bench for the nose steering assembly was down for service,” wrote Carlos Pichardo, ASI director of operations in his April 12, 2016, letter of commendation to FRCSW.

“(Then FRCSW Components IPT Lead) Wade Wendell took initiative to identify solutions for testing. Mr. Wendell worked directly with engineering at FRCSW to see if there was any way to bring the test stand back up, and when it was deemed that it would take a number of weeks, Mr. Wendell identified that there was an active test bench located at FRCSE. This out-of-the-box thinking allowed ASI to work with FRCSW for the repair of the assets and the final testing was performed by FRCSE so that the final delivery made it to the customer within their fiscal year requirement.”

Pichardo noted that “... any items not delivered within the JASDF fiscal year lose funding.”

“ASI has recently sent additional JASDF assets to FRCSW for repair and with the



## **FRCSW, FRCSE Collaborate on JASDF E-2C Requirement**

---

assistance of the Components Integrated Product Team at FRCSW and its management, we look forward to continued success in the support of availability delivered for United States allies,” Pichardo wrote.

The FRCSW test bench used to assess the E-2C nose steering assembly units is currently under an update modification.

In addition to E-2C components work, FRCSW also services legacy Hornet Aircraft Mounted Accessory Drives (AMAD) under its service agreement with ASI.