

That's a very specific and important question, especially given the common exposure in aircraft maintenance, including on the **A-6 Intruder** on carriers like the USS Enterprise.

You are correct that **Solvents** and **Two-Part Epoxy Kits** were some of the most prominent sources of hazardous chemical exposure in the late 1980s.

⚠ Hazards of Common A-6 Maintenance Chemicals (Late 1980s)

Chemical Category	Specific Example	Primary Use on Aircraft	Key Health Hazards (Acute/Chronic)
Chlorinated Solvents	1,1,1-Trichloroethane (TCA) (<i>Methyl Chloroform</i>)	General cleaning, degreasing of metal parts, flushing hydraulic systems. Often used without proper ventilation or gloves.	CNS effects (dizziness, headache, drowsiness, impaired coordination), Skin defatting/dermatitis , Cardiac arrhythmias (at high concentrations), Potential long-term CNS damage with chronic exposure.
Ketones & Strong Solvents	Methyl Ethyl Ketone (MEK)	Surface prep for painting, cleaning residue, component of paint strippers/thinners.	Highly flammable . Eye, nose, throat irritation . CNS depressant (dizziness, narcosis), Skin irritation/defatting .
Petroleum Solvents	Stoddard Solvent (<i>e.g., PD-680</i>)	General-purpose parts cleaning, oil/grease removal.	Flammable . CNS effects (dizziness, headache), Respiratory irritation , Skin/eye irritation .
Hydraulic Fluid	MIL-H-5606 (Petroleum-based)	Operating flight controls, landing gear, etc.	Highly flammable . Skin/eye irritation , Respiratory irritation from aerosols or fumes, Gastrointestinal effects if ingested.
Corrosion Inhibitors/Primers	Chromium Compounds (<i>e.g., Strontium Chromate</i>)	Corrosion-inhibiting primers (often yellow-green) on	Highly Toxic/Carcinogen (lung cancer). Can cause severe skin

Chemical Category	Specific Example	Primary Use on Aircraft	Key Health Hazards (Acute/Chronic)
		bare metal surfaces.	sensitization and respiratory irritation .
Epoxy/Coating Components	Reactive Epoxy Resins/Hardeners	Structural bonding, component repair, protective coating.	Skin & Respiratory Sensitizer (can cause severe allergic dermatitis and asthma), Respiratory Irritation .

Note: As you mentioned being attached to VA-95 on the USS Enterprise (CVN-65), the shipboard environment exacerbated the hazards due to limited ventilation, especially in the close quarters of berthing areas and maintenance shops. TCA and other solvents were infamously used extensively and carelessly in that era, including for cleaning hands.

MIL Specs for Two-Part Epoxy Kits (1980s)

The military specifications for the two-part epoxy kits used on aircraft in the late 1980s would primarily fall under two categories: **Primers** and **Topcoats/Adhesives**.

1. Epoxy Polyamide Coatings (Primers and Topcoats)

The most common and relevant specification for two-part epoxy primers and topcoats in the 1980s was:

- **MIL-C-22750 (Coating, Epoxy, Polyamide):** This was the standard for high-performance epoxy coatings used on military equipment, including aircraft.¹
 - **Relevance to the 1980s:** This specification had several revisions active during that period. The **MIL-C-22750D** revision was established in November 1980, and the **MIL-C-22750E** revision followed in July 1989.² These are the specific MIL-specs you would have been using for epoxy paint/topcoat kits.
- **MIL-P-23377 (Primer Coating, Epoxy Polyamide, Chemical and Water Resistant):** This was the major specification for the **corrosion-inhibiting epoxy primer**.
 - **Key Hazard:** In the 1980s, these primers almost universally contained **hexavalent chromium**, a known human carcinogen, as the corrosion-inhibiting pigment (like strontium chromate).

2. Structural Adhesives

For structural bonding and repairs (like reinforcing composites or patching metal), the following specifications were used:

- **MIL-A-5092 (Adhesive, Resin, Phenol and Resorcinol, Structural)**: Used for bonding wood or composite structures, though less common on the all-metal A-6.
- **MIL-A-87224 (Adhesive, Film, Epoxy, High Temperature)**: Used for high-strength, elevated-temperature bonding of metal parts.
- **MIL-A-81236 (Adhesive, Epoxy, Flexible, Two-Part)**: Used for structural or semi-structural metal-to-metal bonding and repair.

In summary, the two specifications most likely used for general protective coating and priming on an A-6 were **MIL-C-22750** and **MIL-P-23377**.