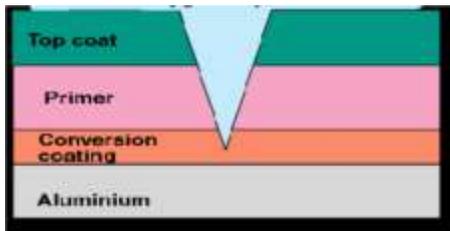


Chromate "Yellow" Primer

For corrosion control materials are protected in layers. First material selection, typically Aluminum for Aerospace, then what is called a conversion coating (alodine for aerospace) that protects the aluminum and stops oxidization of the surface then a primer and in aerospace it is a primer that is rich in chromates as that inhibits corrosion then a top coat, paint. All that is done for protection of protection and what I show below is how a scratch penetrates the layers but does not get to the base material and thus inhibits corrosion. OK, enough about corrosion. See below for text continuation.



For the LM they would still need corrosion protection as the vehicle would be in storage waiting for its flight and in the FL area that is in very humid and salt laden air environment even in a clean room. For aerospace the vehicle is typically manufactured up to the primer coat without paint. It is that primer coat that would be that yellow color as that is the natural color of the chromates.

For Grumman they had various types with the tougher having a more green hue and thus when an aircraft rolls down the line they are called "greenie". In the 60s the world was not so concerned about environmental impacts of these chromates but now we know they are toxic and a carcinogen so the formulation has changed away from the yellow color to a more green color, ie less chromates. You can see this in the picture below of aircraft and the gear door on the belly of this aircraft.



Back a few years and here is the B-25 line during WWII

