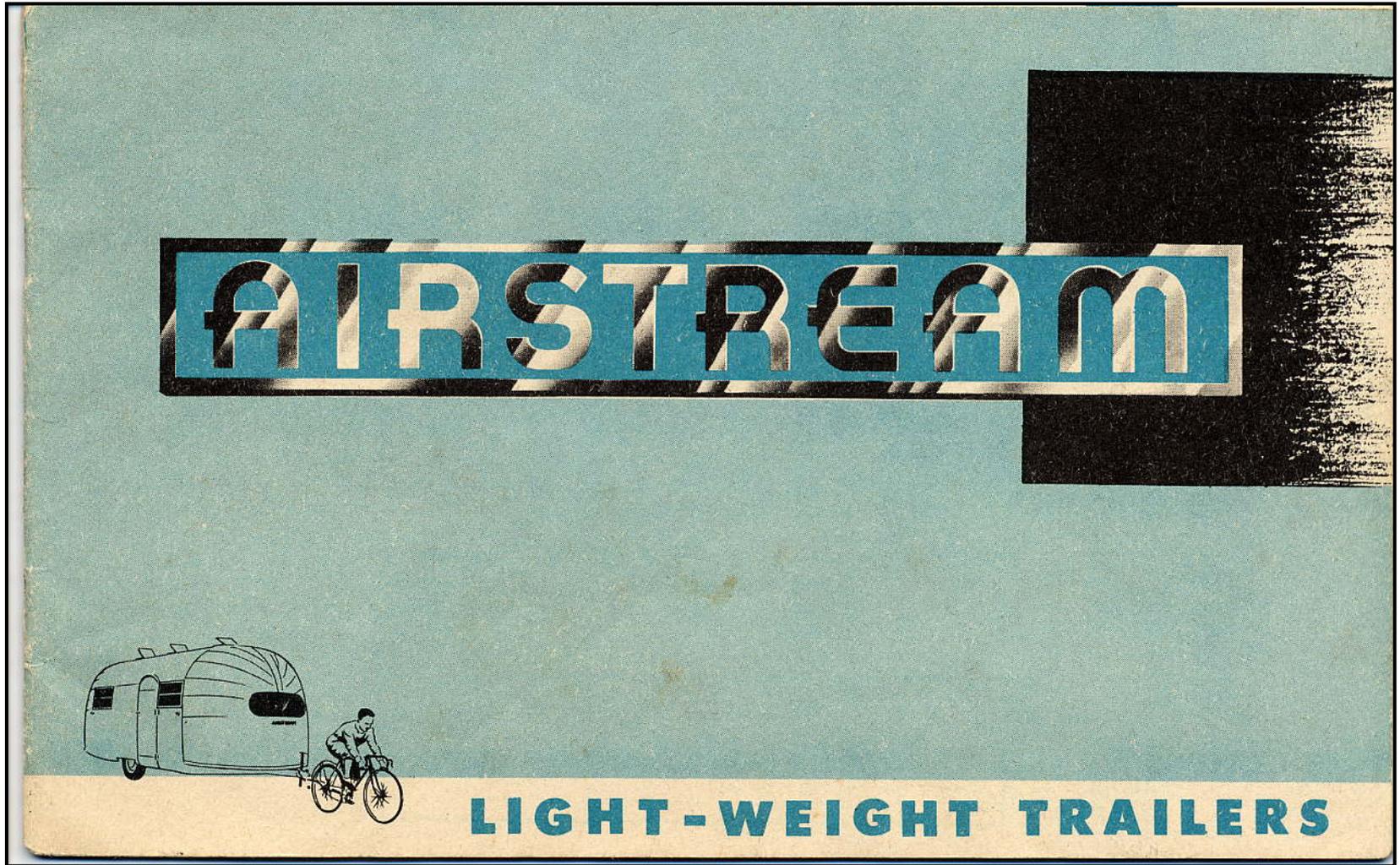


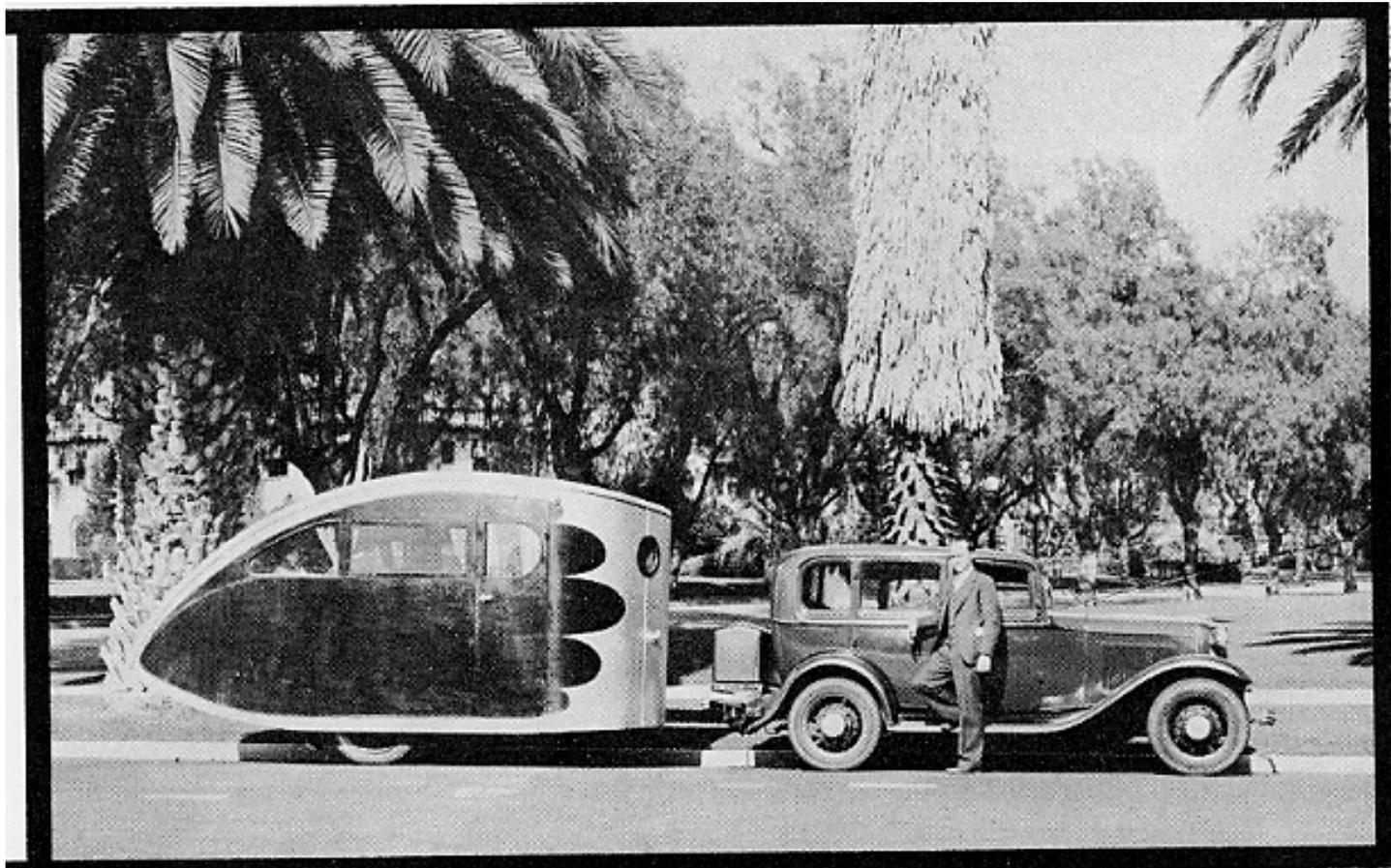
Airstream Trailers, 1932 to 1957



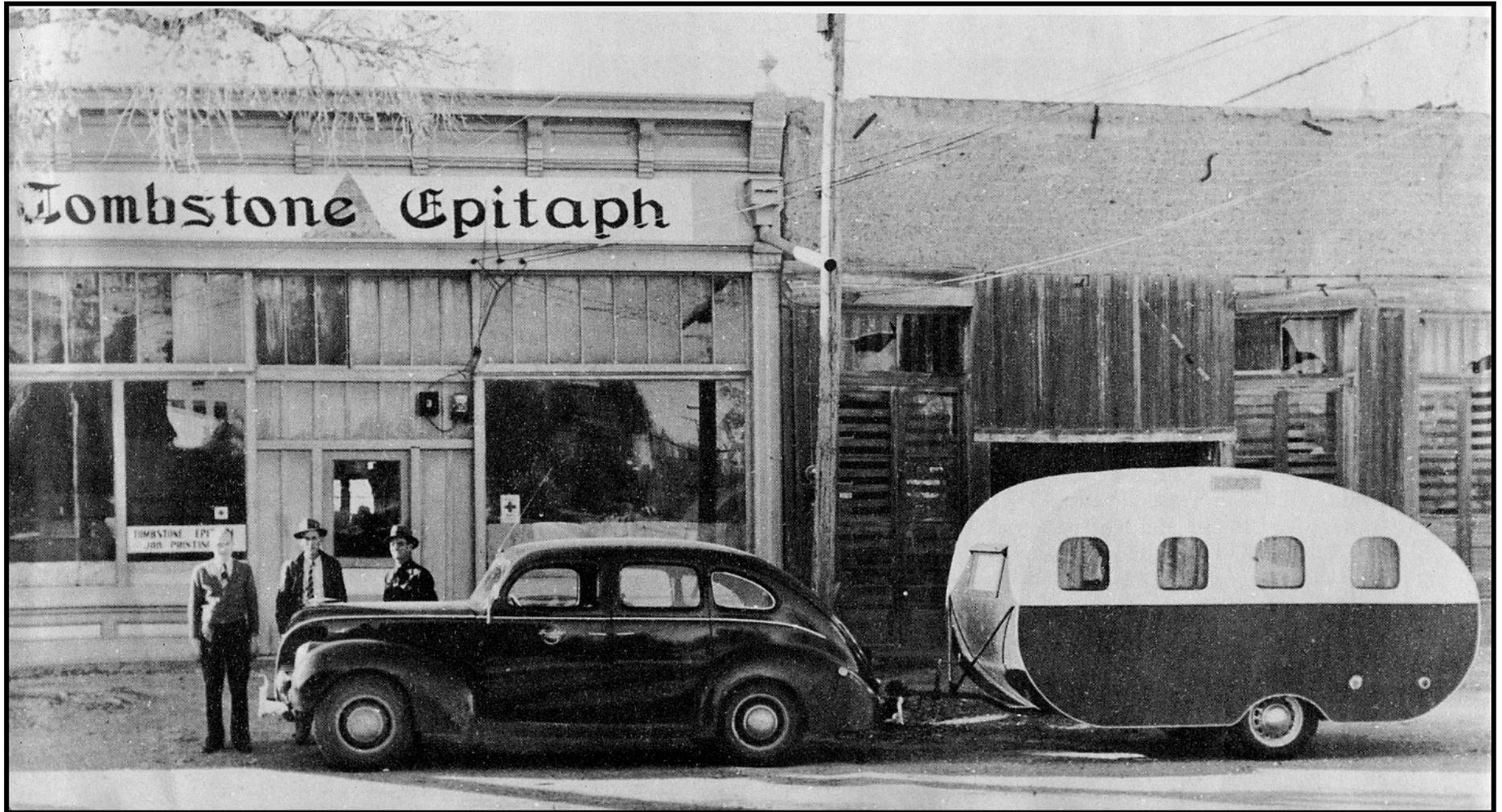
by Fred Coldwell, Vintage Airstream Club Archive Historian

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In the early 1930's, Airstream built wooden trailers like this 1933 model:



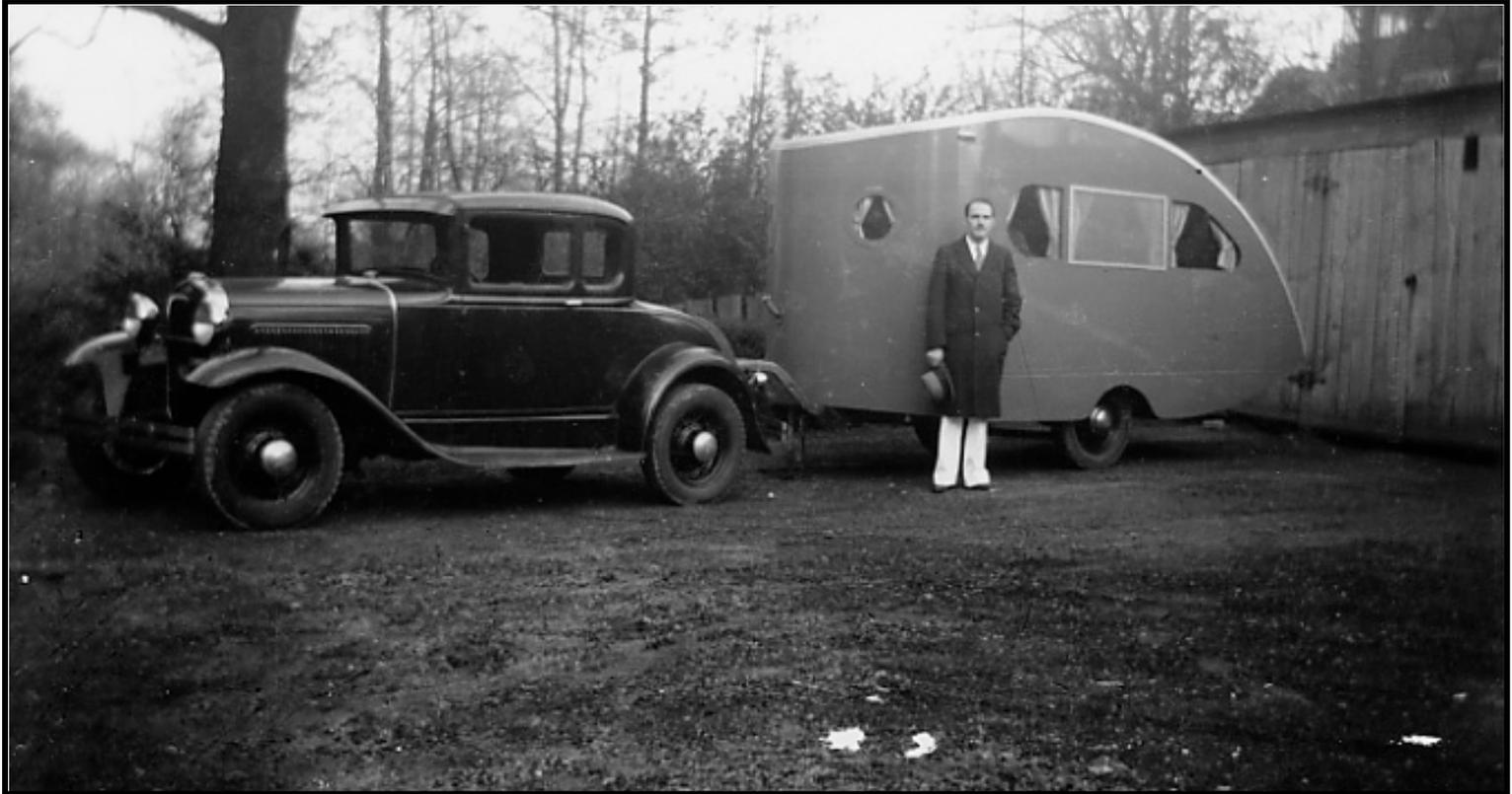
Here's Wally Byam and an Airstream in Tombstone, Arizona, 1935.



A 1938 Airstream "Torpedo" in California:



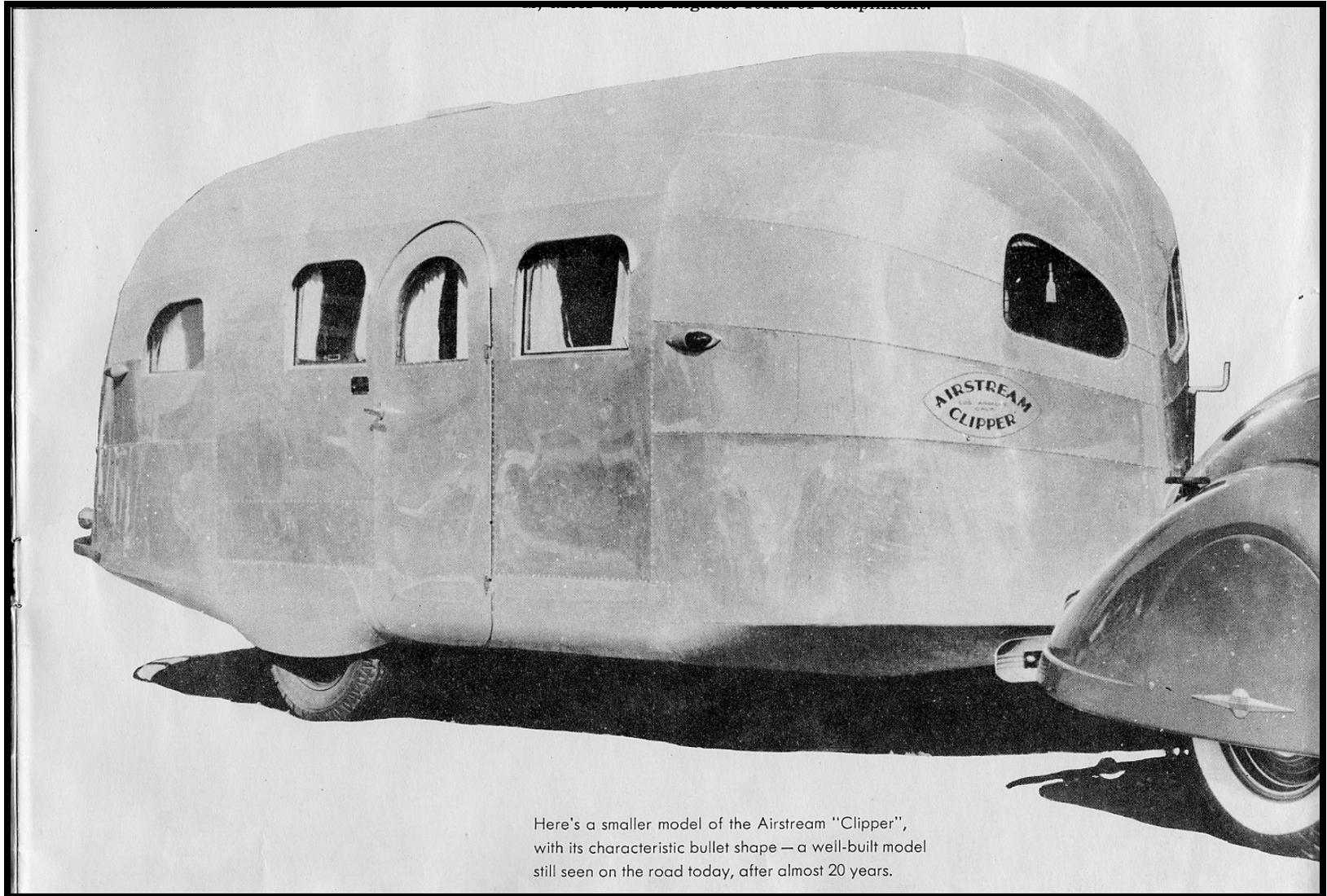
In 1934, Wally Byam began selling mail order plans to built trailers. Dr. Norman W. Holman, Sr. bought Wally's plans in 1935 and built his Airstream Torpedo trailer shell that year. He finished the trailer interior in 1937, when this photograph was taken.



The upper and lower door panels on this prewar Airstream Silver Cloud are described in 1937 factory sales literature as an Airstream “exclusive”.



In 1936, Airstream began building the aluminum “Clipper”.



Here's a smaller model of the Airstream "Clipper", with its characteristic bullet shape — a well-built model still seen on the road today, after almost 20 years.

This is Vince Martinico's beautifully restored 1936 19' Clipper s/n 1224.



The “Clipper” interiors were wood paneled.
Looking toward the front of 1936 Clipper s/n 1224.



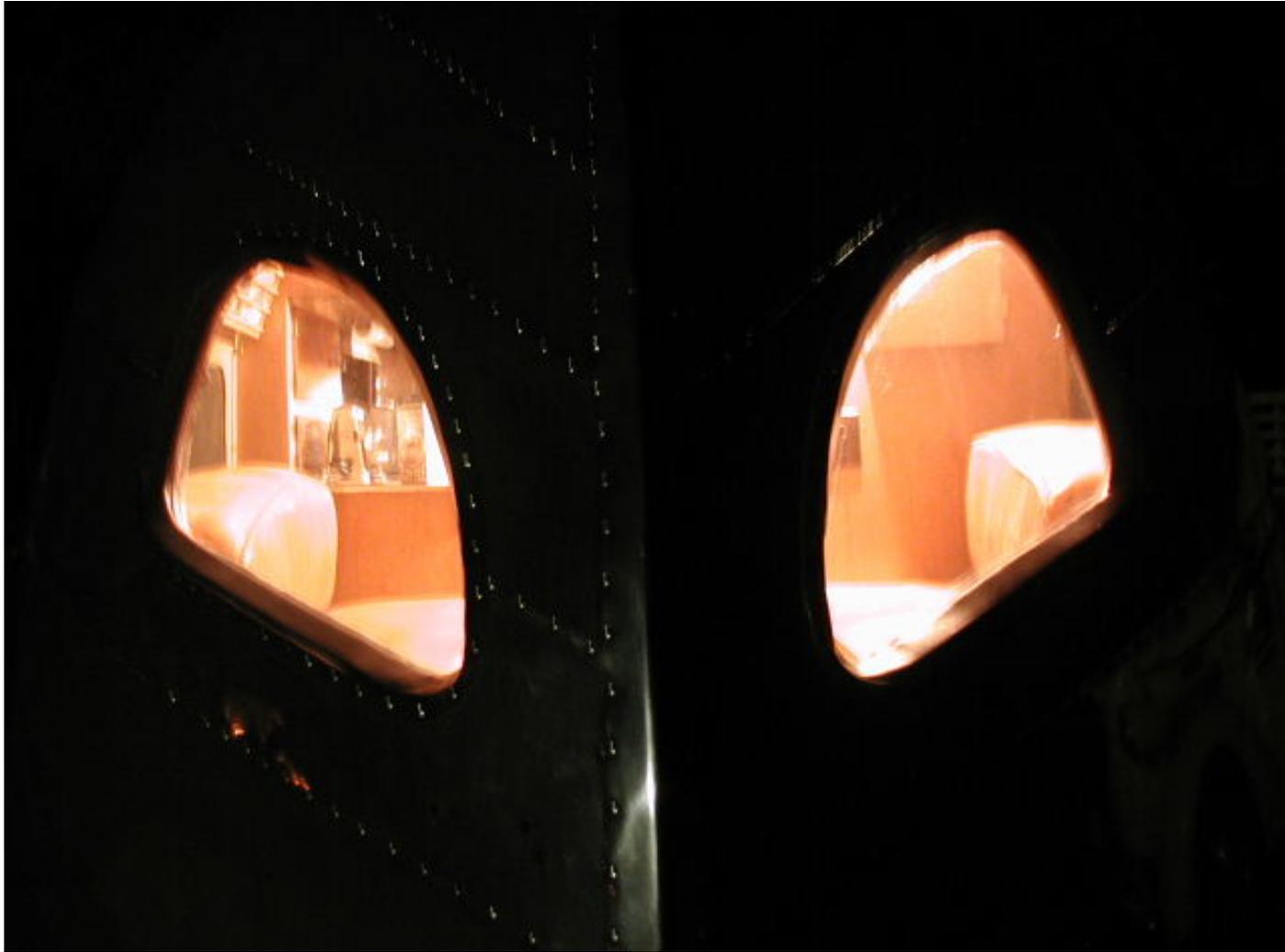
Looking towards the rear of 1936 Clipper s/n 1224.



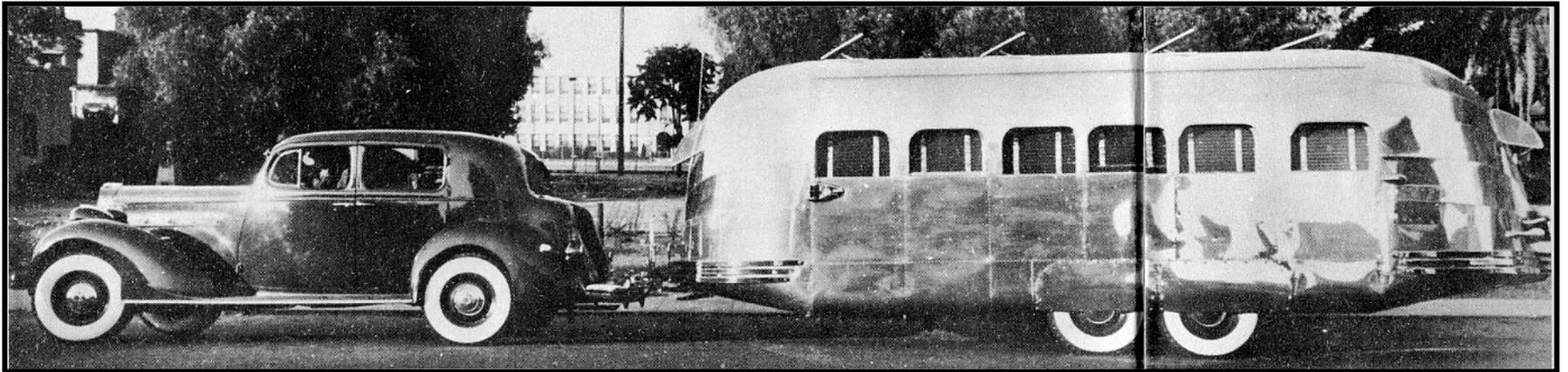
The cozy front table in 1936 Clipper s/n 1224.



Clipper 1224 surveys the night scene.



Airstream also built a few tandem axle “Clippers”.



This one was sold to Mexico's President in 1937.

The only known surviving tandem axle “Clipper” is
“Old Granddad” in front of the Service Center.



It has a beautiful wood interior featuring bird's eye maple accents.



Both ends appear similar but have different profiles, as seen here.



The rear end has
15 panels above
the lowest panel.

The “8th” or
middle panel is
the narrow
vertical panel
that covers the
center seam.



The front end
also has 15
panels above
the lowest base
panel (which
has 2 doors).

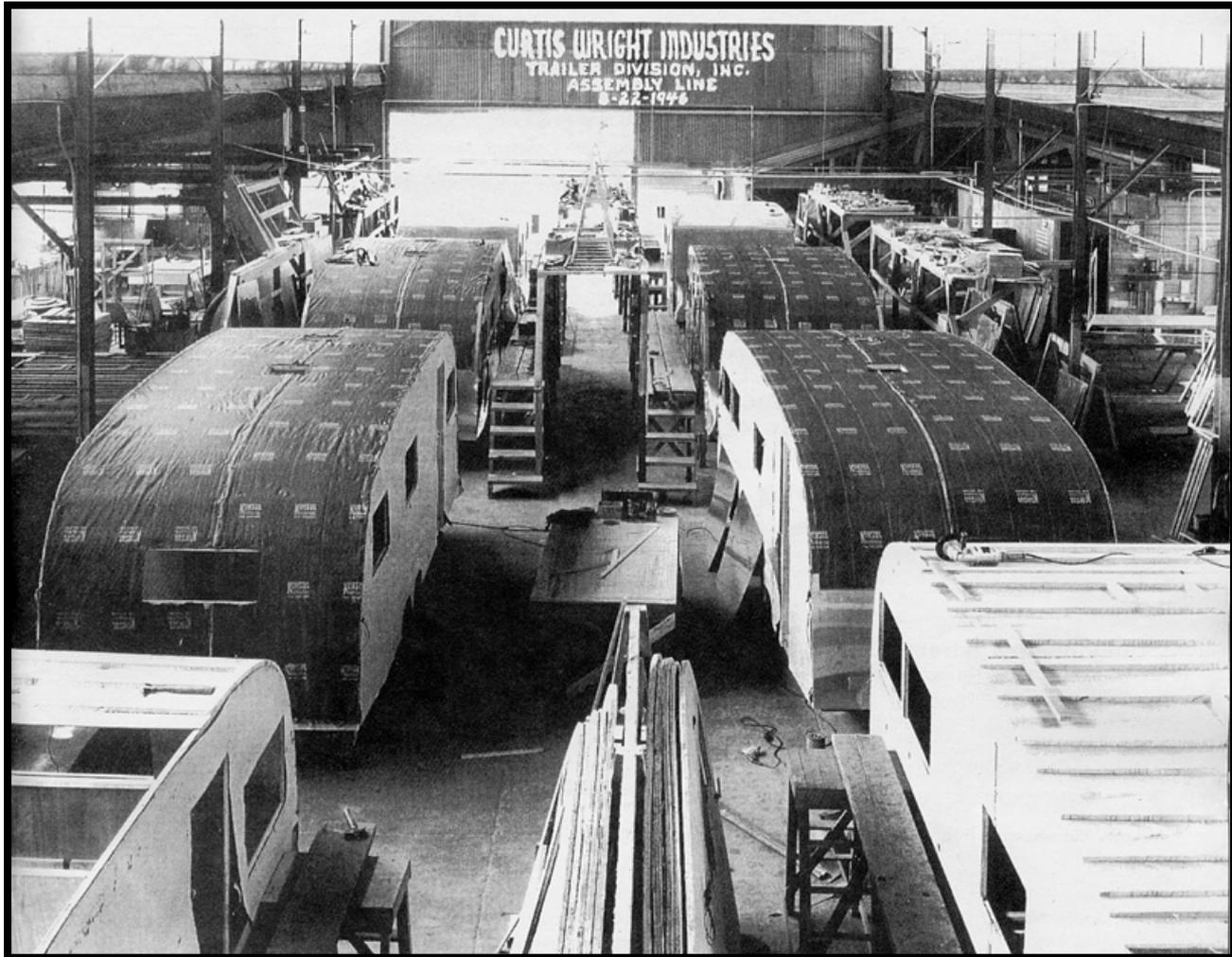
The panels are
overlapped
triangular
pieces of flat
aluminum.



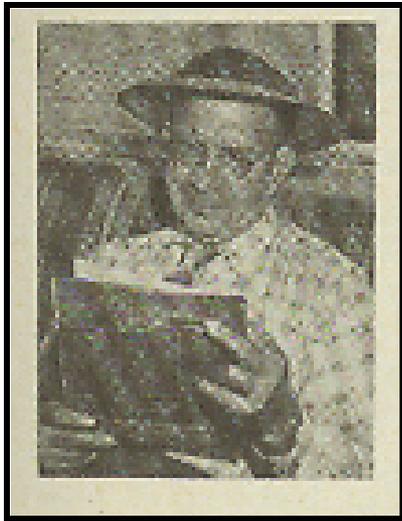
The front and rear end windows are hinged so they can be opened. The large eyebrows keep out the rain.



After WW II, Wally Byam worked for Curtis Wright Industries, Inc., a California builder of travel trailers.



Aluminum trailer manufacturer Curtis Wright Industries, Inc. was founded by a fellow from Michigan named Curtis Wright who, in 1944, moved to California from Maryland.



Curtis Wright

His company is not Curtiss-Wright Corporation, formed in 1929 by combining the aircraft interests of Glenn Curtiss and the Wright Brothers.

In 1946, Curtis Wright Industries, Inc. built a small aluminum sided travel trailer named the “Model 2”.



The 1946 C-W Model 2 shares so many features with the 1938 Airstream Torpedo:

- flat curved roof with small front & rear overhangs, very unusual for any trailer
- two side windows, door, and roof vent in same locations
- Model 2 removable door panels like those in 1936 Clipper

that I think Wally helped design the Model 2 when he worked at Curtis Wright.



1946 Curtis Wright Model 2



1938 Airstream Torpedo

While working at
Curtis Wright,
Wally Byam
helped design the
all-aluminum
Curtis Wright 22'
Clipper.

It was introduced to
the public in
February, 1947.

Introducing
A REVOLUTIONARY LUXURY TRAILER...



The **CURTIS WRIGHT** *Clipper*

An amazing new kind of trailer...for people who wish to travel and see things in modern leisure and comfort ...or those who must get places in a hurry!

The Curtis Wright Clipper is the first really lightweight high speed luxury trailer. Designed in aircraft (monocoque) style, this beautifully-streamlined 22-foot trailer weighs less than 1500 pounds. You can travel like the wind...and hardly know it's there! Yet its well-furnished interior is the last word in comfort.

Modern materials such as magnesium, aircraft aluminum, spun glass plasticized insulation, phenolic interior wall panels, all expertly used, make the Clipper the outstanding trailer of the decade. There has never been anything like it. Best of all, it's in production, available now. Inquiries are invited. Descriptive literature will be sent upon request.

ONLY THE CLIPPER
has these advanced features:

- EXTRA wide 34" airplane type door.
- DURABLE attractive plastic interior walls.
- EXCLUSIVE nesting tables for four adults.
- ONE divan and two innerspring single beds.
- ABUNDANT closet and cupboard space.
- ALL furnishings easily removable.
- BUILT-IN air transport type galley.

Other Curtis Wright fast-sellers:

Superdeluxe coach, 31-foot, with electric refrigerator, sleeps six; Deluxe coach, 27-foot, sleeps six; Standard trailer, 22-foot, sleeps four; Travel coach, 16-foot, sleeps four. See them at your dealer's!

Curtis Wright

INDUSTRIES ★

TRAILER DIVISION • INCORPORATED
740 VALLEY BOULEVARD
PUEBLO, CALIFORNIA

Laboratory and Model Shop: 1240 San Fernando Road • Plant Two: 1621 Atlantic Street, Los Angeles

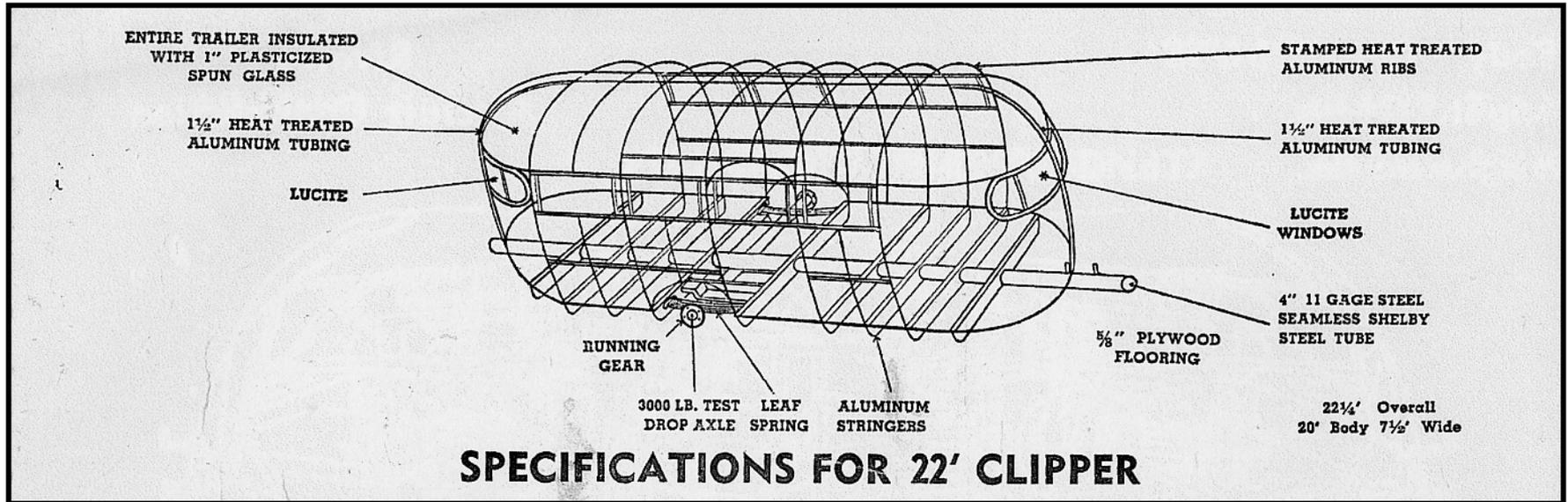
The 1947 Curtis Wright 22' Clipper was a friendly trailer.



It had a 34 inch wide door, large fixed “D” windows at each end, and a 4” diameter pipe for it’s main frame.



The 4" pipe frame is apparent in this diagram.



The front and rear ends of the C-W Clipper were nearly identical, simplifying production.



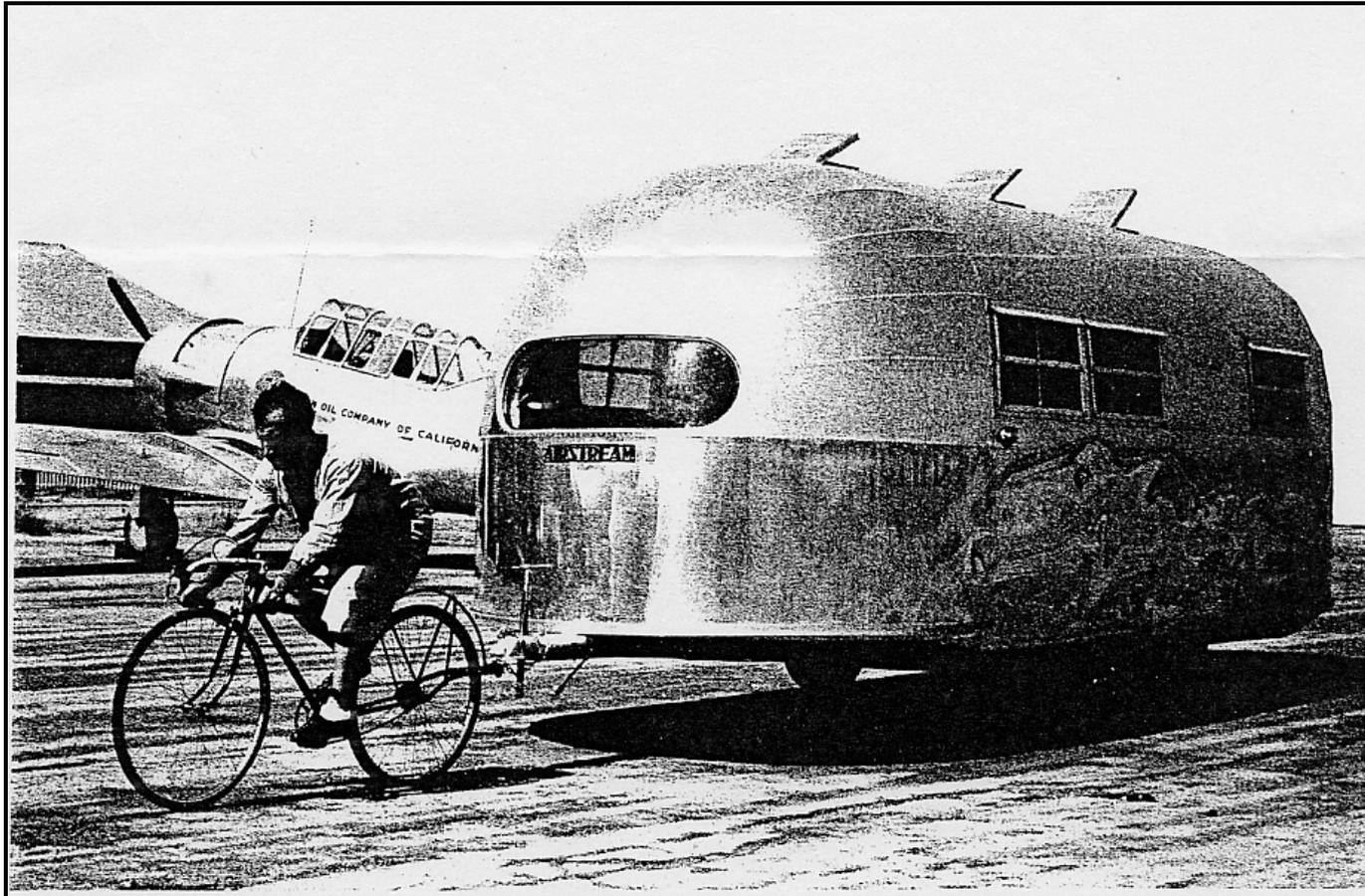
With 13 panels and a vertical seam center panel, the C-W Clipper end cap construction was very similar to that of the pre-war Airstream Clipper.



With their pipe
frame and similar
construction,
Curtis Wright
Clippers
were often
mistaken for
Airstreams.



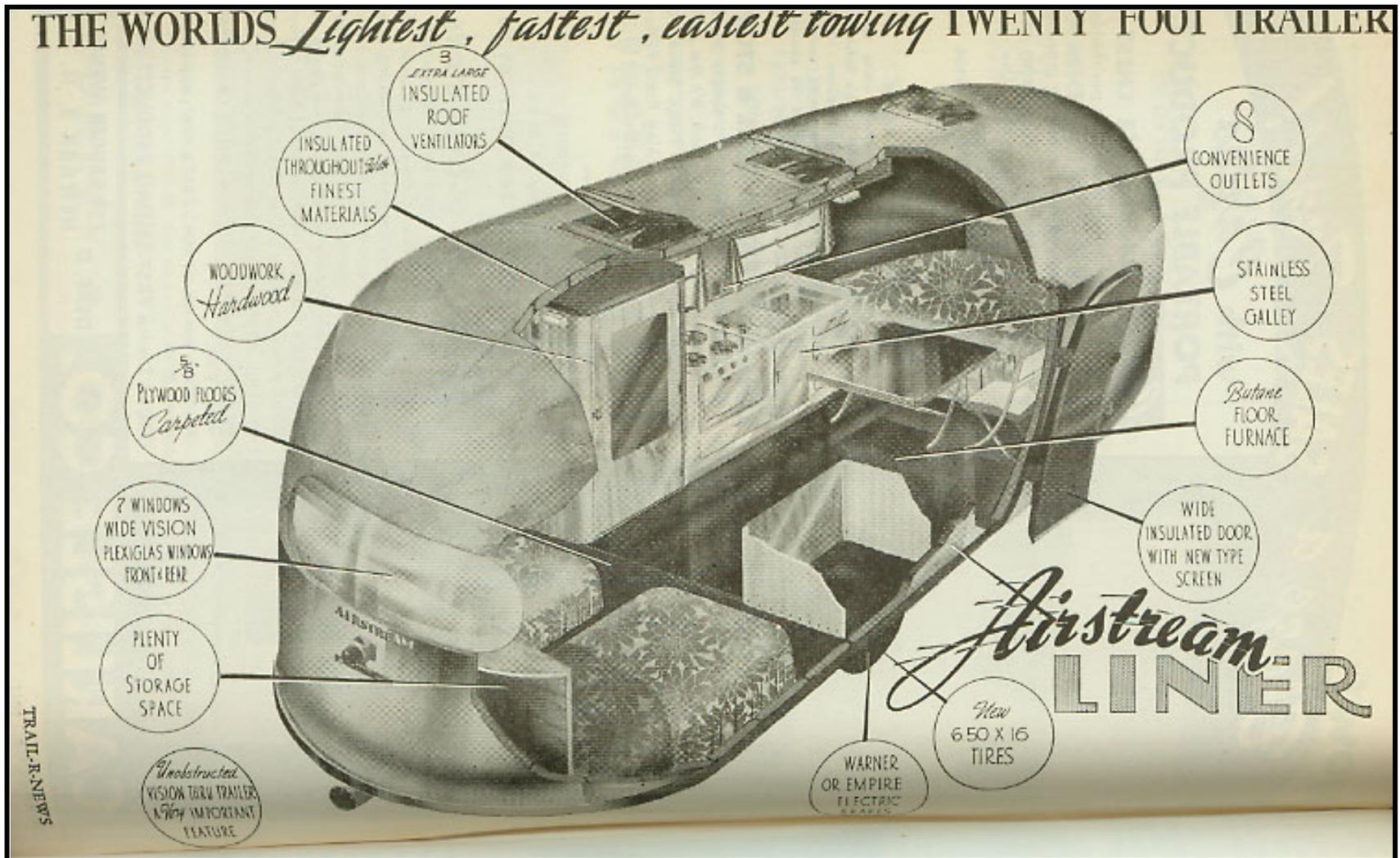
In Spring 1947, Wally Byam left Curtis Wright to start up Airstream again at the Los Angeles Metropolitan Airport in Van Nuys, California. His prototype post war Airstream was completed in May, 1947.



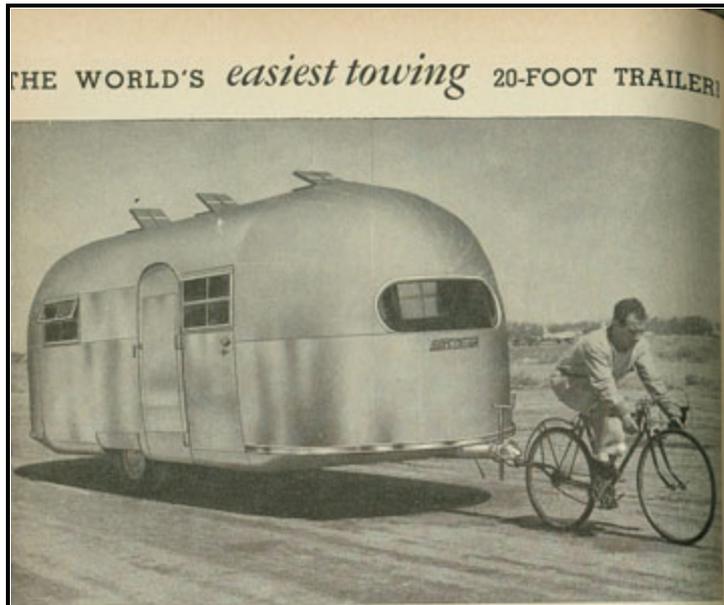
To demonstrate how light weight his new trailers were, Wally asked bicyclist Alfred M. Letourneu to tow a 22' Liner on the airport runway. This May 7, 1947 event became the Airstream company logo.



The new post war Airstream 22' Liner was introduced in the August 1947 issue of Trail-R-Life magazine.



Follow up ads appeared in the September 1947 issue of Trail-R-News.



Airstream LINER

The outstanding feature of the "AIRSTREAM LINER" is easy towing. Light enough to be towed by a bicycle. Of course, this is not practical, but illustrates how easily it can be towed.

You don't need overload springs, dollies or a third wheel. YOU CAN HITCH AND UNHITCH THIS TRAILER IN 15 SECONDS OR LESS.

Alfred LeTourneur above, who holds the world's speed record of 108.6 miles per hour, actually towed the "AIRSTREAM LINER" on his racing bicycle at the Metropolitan Airport at Van Nuys, California. This should prove how **EASY** it is on your car and your motor.

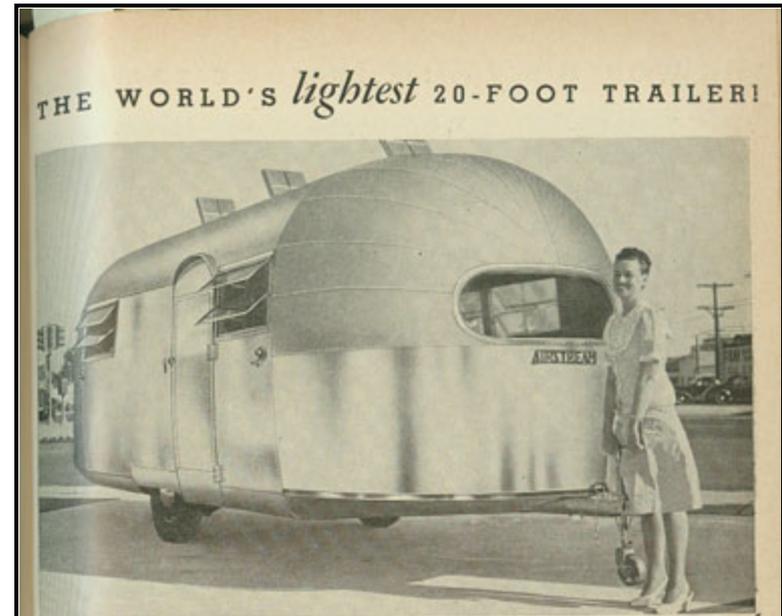
SPECIFICATIONS

Weight—Shell 1250 lbs.	Tires—650 x 16
Furnished 1500 to 1700 lbs.	Insulation—Plasticized spun glass
Length—Body 20 feet	1 1/2" thick
Overall 22 feet	Ventilators—Three
Framing—Aircraft aluminum and steel	Windows—Seven
Brakes—Electric	Screen door

Write for Big, Illustrated Brochure—Dealers, we are getting inquiries from your territory. **GET IN TOUCH WITH US.**

"There is **NO** Substitute for *Lightweight*," and *streamlining*

Please call our Advertisers and see it in TRAIL-R-NEWS



Airstream LINER

Elberta Healy, attractive young resident of Glendale, California, actually lifting the front end of the "AIRSTREAM LINER". (Less than 100 pounds on the "hitch".)

The "AIRSTREAM LINER" is your post-war trailer coach now. Built and designed by Wally Byam and assisted by Aircraft Engineers. Built exactly like an airplane fuselage to conform to trailer coach design with Aircraft structure and framing—and fabricated by aircraft mechanics in an aeroplane factory. "THE AIRSTREAM LINER is actually light enough to fly."

Except for the parts of the structure, which are steel, and the floor, 3/8 plywood, the body is **ALL ALUMINUM**; tightly riveted together into one homogeneous unit-body-frame, unbelievably strong, sturdy, long-lasting.

See also pages 37, 38, 40 and 41 about this Wonder Trailer


McFAUL BROTHERS
 4660 SAN FERNANDO ROAD
 GLENDALE 4, CALIFORNIA
 CITRUS 3-6906

SEPTEMBER • 1947

39

Data plates tell us the first few 22' Liners, like 1007
seen here, were built at the Los Angeles
Metropolitan Airport.



By December 1947, Wally moved the Airstream factory from the airport to 1755 No. Main Street, Los Angeles, California.



The serial number plate changed to reflect the move to 1755 No. Main Street in L.A.



The new post war Airstream Liner had identical semi-circular ends on both the front and rear, simplifying production. A single oval end window replaced the two “D” shaped windows from the C-W Clipper.



- Wally continued to simplify end cap construction on his Airstream Liner:
- bottom panel now a single sheet, not two pieces riveted together.
 - one large oval window replaced two “D” shaped windows.
 - wider vertical seam stopped above single window, not full length strip.



1948 Curtis Wright Clipper



1951 Airstream Liner

McFaul Brothers,
Glendale, California, were
the exclusive distributors
of Airstream trailers in
1947 and 1948.

Their folksy ads
emphasized important
Airstream features such a
light weight and interior
floor arrangements.

This ad is from the June
1948 issue of "Trailer
Travel" magazine.



Our Old Friend "Alfred"
Towed the 22 ft. Model

1st ALL-ALUMINUM
TRAILER IN AMERICA
— BUILT 1935 —

KNOW-HOW COUNTS!



Our New Pal "Deag"
Towed the 16 ft. Model

AIRSTREAM LINERS

The World's Lightest — Fastest — Easiest Towing 16', 22', 28', Trailer Coaches

Approx. Weights: 16' — 1200 lbs;
22' — 1800 lbs; 28' — 2800 lbs.
(Completely furnished)

One of the Most Beautifully
Furnished Trailers in America

A Size and Floor Plan to Suit Your In-
dividual Needs (Sleeping Two-to-Five).
You will like the 16' "Wee Wind" (just
a little wind). Truly one of the greatest
vacation trailers ever built.

All Airstream Liners fully insulated with
plasticized spun glass.

Clear vision thru trailer from your car
rearsight mirror.

They are strong-tough — built to "take
it" under all road conditions!

Write for illustrated
brochure. Let us tell
you the whole story
about the "Wonder
Post-war Trailer-
coaches"

DEALERS: We are receiving many inquiries from
every section of the United States asking us for our
nearest dealer. They are interested and want to buy.
GET IN TOUCH WITH US.

70



NATIONALLY DISTRIBUTED BY:



4660 SAN FERNANDO ROAD
GLENDALE 4, CALIFORNIA
CITRUS 3-6906

Please Mention TRAILER TRAVEL MAGAZINE in Writing Advertisers

Trailer Travel Magazine

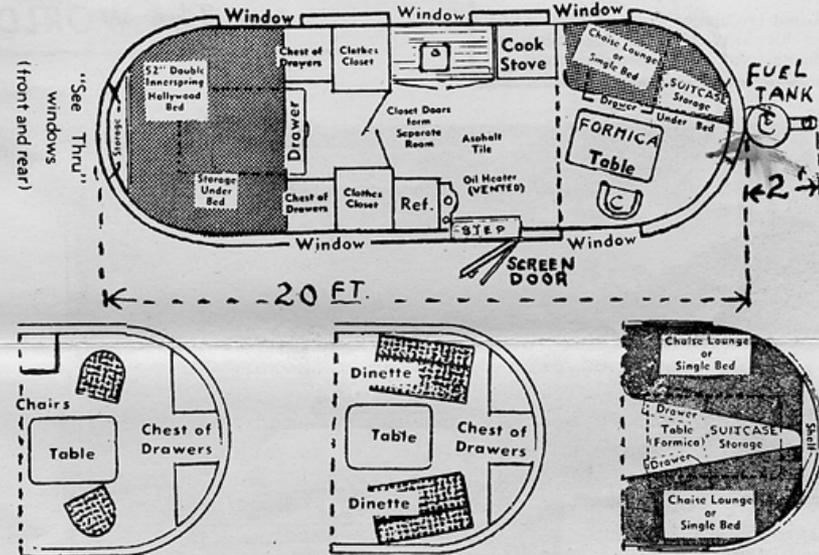
June 48

1940's cars had 4, 6 and 8 cylinder in line engines, so low trailer weight was an important feature.



Interior furnishings could easily be rearranged in the Liners for different floor plans in the same shell.

"YOU Can Change Our Plans"



AIRSTREAM LINER
"Tradewind"

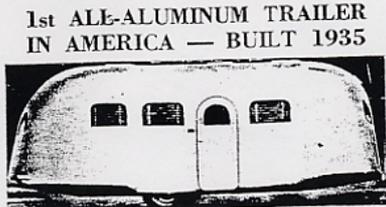
Above is the basic floor plan of the "Tradewind". To better illustrate the many changes that are possible in furnishing the Airstream Liners the "cut outs" can be placed over the front end. This gives you a choice of sitting-room front end, dinette front end, twin bed front end, lounge front end, or any combination you desire. It is just as easy for us to give you the floor plan of your choice. These different floor plans are adaptable to all 22' Airstream Liners at no extra cost.

We believe this 22 ft. over-all "Tradewind" model has an exceptionally appealing floor plan as it embodies many features not found in some of our other models. For instance: the chest-high ice box or electric refrigeration, the clothes closets which extend clear to the ceiling-doors on closets close to form separate room. Plus many other innovations. List price \$2495.00 F.O.B. Glendale, Calif.

July 48



Our Old Friend "Alfred" Towed This 22 ft. Model On His Bicycle



Still in Use—Traveled Over 80,000 Miles—"Know How" Counts



Our New Pal "Doug" Towed This 16 ft. (Overall) Model On His Tricycle

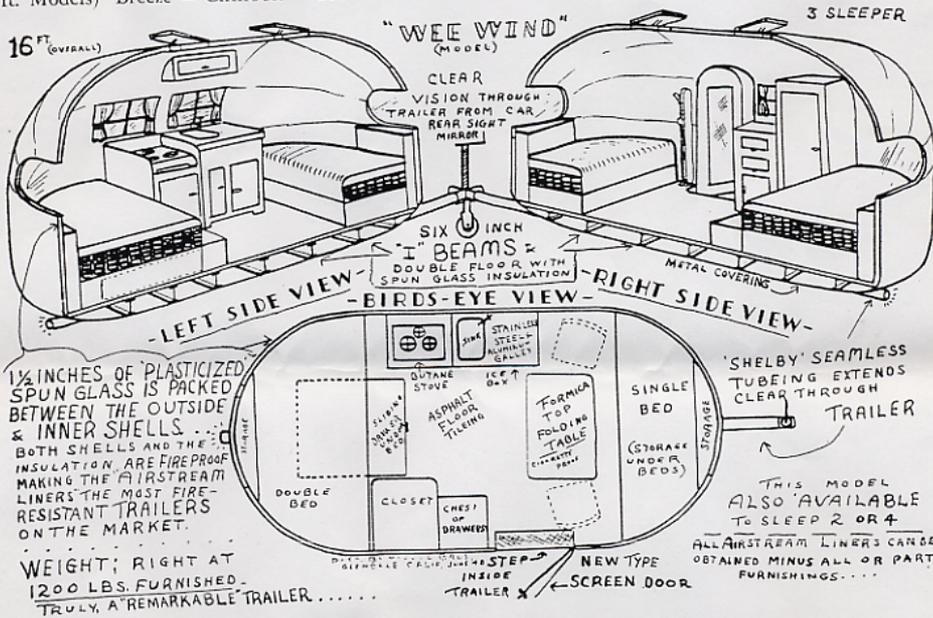
The **WORLD'S LIGHTEST, FASTEST, EASIEST TOWING** 16, 22 and 28 ft. TRAILERCOACHES

AIRSTREAM LINERS

Approx. Weights: 16' - 1200 lbs.; ... 22' - 1800 lbs.; ... 28' - 2800 lbs. ... (Completely furnished)

The trade name "Airstream" pertains to air - air-flow - streamlining; therefore, we have named our various models after popular winds, namely: (22 ft. Models) Breeze - Chinook - Southwind -

Tradewind - Westwind - Zephyr - Sea Breeze (Electric Refrigerator. Standard Equipment) 28 ft. "Superliner," Whirlwind. The new 16 ft. model is named the Wee Wind. (Just a little wind)



This McFaul Brothers ad from the July 1948 issue of "Trailer Travel" magazine shows the interior layout of a bisected 16' Wee Wind.

Let us tell you the whole story about these "Wonder" Trailers.

DEALERS: We are receiving many inquiries from every section of the United States asking us for our nearest dealer. They are interested and want to buy. GET IN TOUCH WITH US.

NATIONALLY DISTRIBUTED BY: • • •

CLAUDE McFAUL
President

McFAUL BROTHERS

4660 SAN FERNANDO ROAD
GLENDALE 4, CALIFORNIA
CITRUS 3-6906

With identical ends, Airstream could offer four different sizes of "Liners" by simply increasing the length of the center section. The 1948 model lineup:

AIRSTREAM LINER

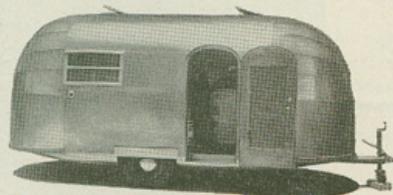
NOW 4 SIZES—A MODEL and FLOOR PLAN to suit YOU!



Price \$1495.00 to \$1570.00*

AIRSTREAM's baby model—the "WEE WIND" (just a little wind)—body length 14 feet, 16 feet overall, WEIGHT right at 1200 pounds *completely furnished* (three floor plans sleeping 2, 3, or 4 persons); overall height 8 feet, width 7 feet, inside headroom 6 feet 3 inches. Weight on the hitch approximately 80 pounds. Note the screen door—panel fits into the door and is doubly sealed against dust and rain.

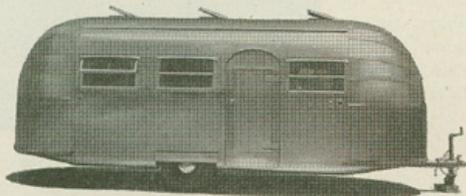
TRULY, the EASIEST TOWING trailercoach ever built!



Price \$1995.00 to \$2125.00*

AIRSTREAM's latest creation—Body length 17 feet, 19 feet overall, WEIGHT right at 1500 pounds *completely furnished* (three floor plans sleeping 2, 3, or 4 persons); overall height 8 feet 2 inches, width 7 feet, inside headroom 6 feet 3 inches. Weight on the hitch approximately 100 pounds. Note door with panel closed—this door fits snugly and is also dust and water tight.

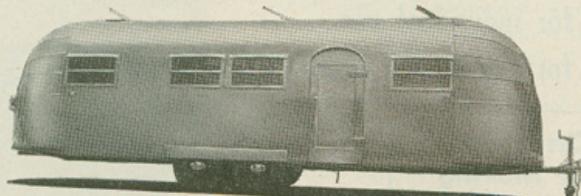
This new model was especially designed because of the huge demand for a size between the popular 22 footer and our "WEE WIND" model. (Remember the three bears? "This one is just right.") This coach embodies all the features for livability and is without doubt the easiest towing trailer anywhere near its class.



Price \$2495.00* (six floor plans) Sea Breeze model with electric refrigeration \$135.00 additional

AIRSTREAM's ever popular 20 footer, body length—22 feet overall, WEIGHT right at 1800 pounds *completely furnished*; overall height 8 feet 2 inches, width 7 feet, inside headroom 6 feet 3 inches. Weight on hitch approximately 125 pounds. Note awning rail.

SEVEN FLOOR PLANS to choose from in this popular size—sleeps two to five.



Price \$3995.00* Fully Equipped

* Prices include federal excise taxes. F.O.B. Glendale, California. All prices and specifications subject to change without notice.

AIRSTREAM's "Super-Duper" Colossal Liner—the "WHIRLWIND"—Body length 26 feet, 28 feet overall. WEIGHT right at 2800 pounds *completely furnished*; overall height 8 feet 5 inches, width 7 feet, inside headroom 6 feet 3 inches. Weight on the hitch will run between 125 and 140 pounds. Just think of THAT! This model has two doors—one on either side or both on same side.

You will be absolutely ASTOUNDED how easy this 28 footer tows—THERE'S JUST NOTHING LIKE IT!!! And you can have it furnished the way you want it... as many beds as you need... toilet, shower, electric refrigeration, oil heater, hot water heater, four or *more* clothes closets, roof lockers, chests of drawers, etc., etc. Oh yes, and a lot of "gadgets," too. And, of course, you can see clear through the trailer from your car rear sight mirror—and brother, that's sumpin."

16' Wee Wind

19' Trailwind

22' Liner

28' Whirlwind

This is a 1948 16' Wee Wind, s/n 3003, the third one made. Both ends are round with oval windows.



Most Liners had aluminum galleys with stainless steel sink tops.



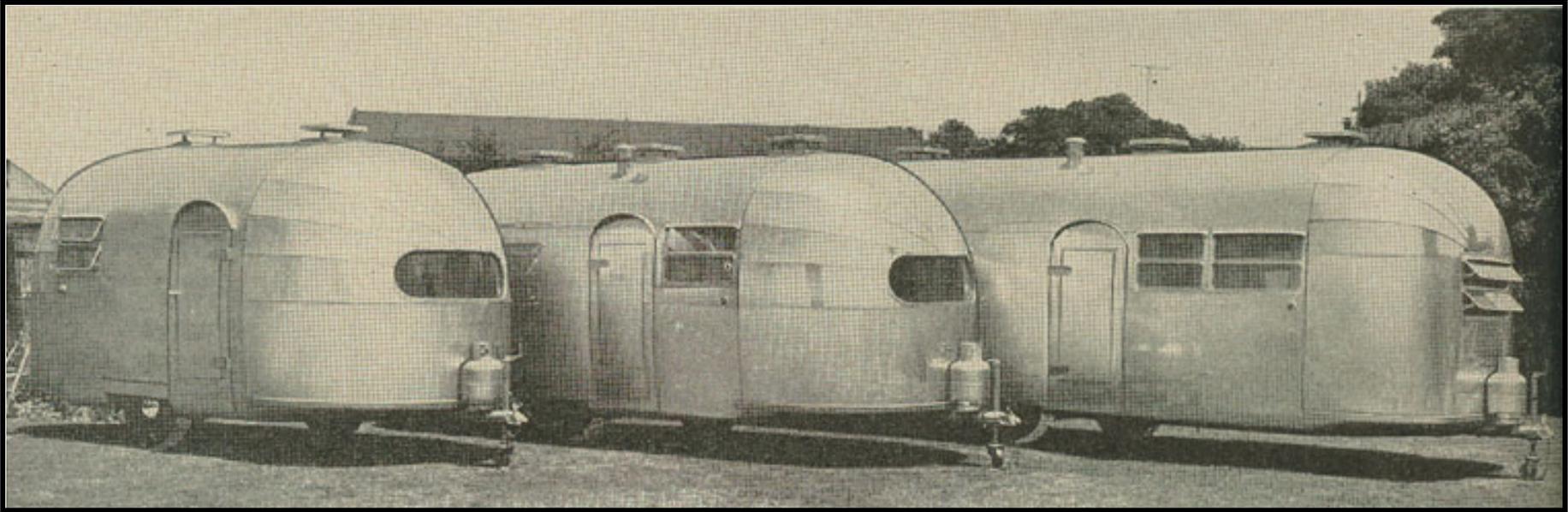
The longest Liner is the 28' "Whirlwind" Super Liner.



The fix end windows in the C-W Clippers and the Airstream Liners inhibited air circulation and made those trailers stuffy. Some owners installed operable end windows.



Heeding customer demand, in August 1949 Airstream introduced a new 24' long trailer with flatter ends that accepted operable end windows. The new 24' Airstream "Limited" kept the pipe frame chassis.

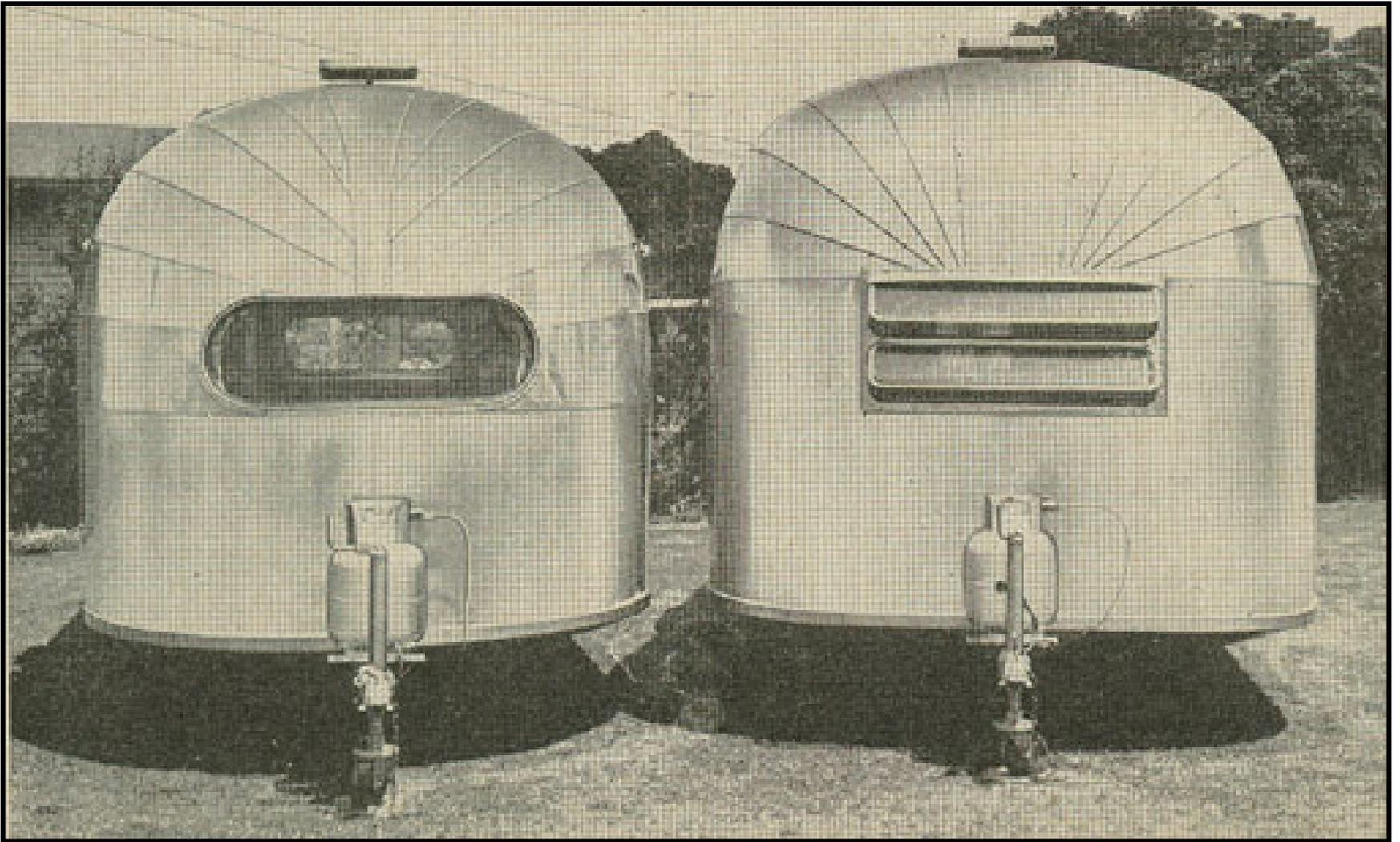


19' Trailwind

22' Liner

24' Limited

Liner had 13 end cap panels. Limited had 11 end cap panels.



Liner is 84" wide.

Limited is 94" wide

In the 1950's, Silver Streak kept their pointed body ends but chose different end window assemblies that opened for ventilation.



In 1950, the Limited grew a foot and became the 25' Cruiser. Both flat ends were vertical from 1950 to 1953.



The 25' Cruiser had 13 panels above the flat front end cap ...



... and 13 above the rear end cap. A single large end window replaced the two stacked casement windows. Notice the pipe frame.



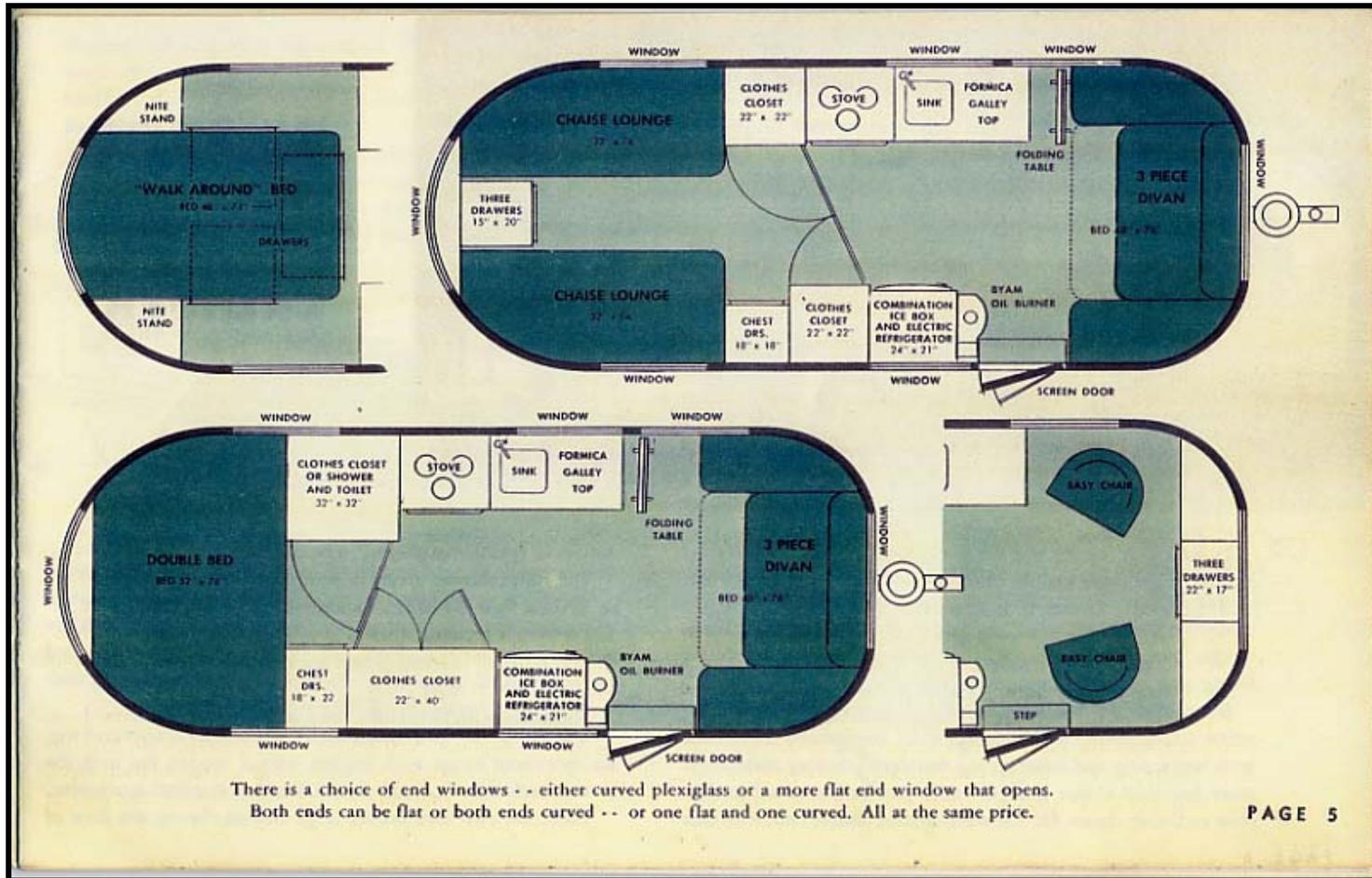
Many 1950-51 trailers used Hehr windows with tight round corners.
1947 to 1953 trailers used beehive side marker lights.



Three screws identify the Universal Nite Owl single rear taillight on the '51 Cruiser



In 1950 and 1951, Liners could be ordered with two round ends, one round end and one flat end, or with two flat ends.



This 1951 Airstream 22' "Flying Cloud" has a 13 panel flat front and a 13 panel round rear end. The frame is a pipe frame.



This 1951 Flying Cloud has 13 end cap panels and the early Hehr framed windows. Note the pipe frame.



The window in the round rear end of this 1951 pipe frame Flying Cloud extends below the lowest end cap rivet line, a 1951-only feature. Three screws ID the Universal Nite Owl tail lamp, supplemented by Yankee Turnmaster turn signals.



This 1951 Clipper is 3' shorter at 18' long. It too has a 13 panel flat front and a 13 panel round rear end. Frame is a pipe frame.



A round rear end can be identified from it's lowest rivet line, which is below the side rivet line along the bottom of the windows.



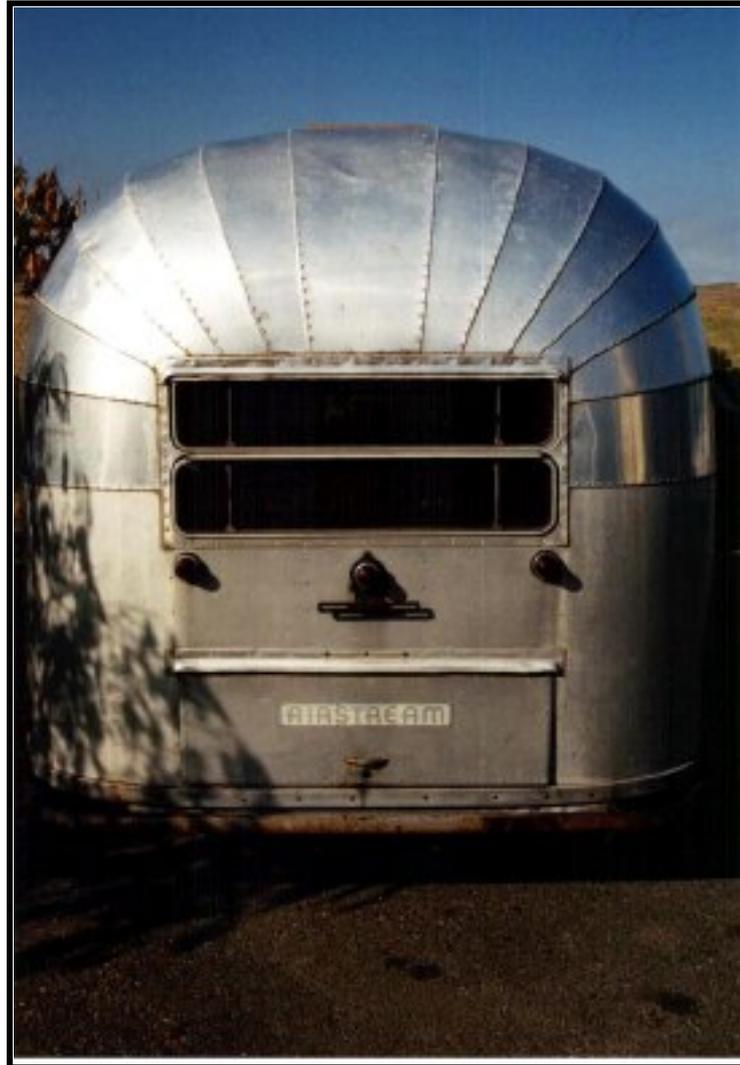
This 1951 Flying Cloud has a 13 panel flat front end and 13 panel round rear end. The frame is now a stronger ladder frame.



This 15' Cruisette is the shortest Airstream ever made, built only in 1951 & 1952. It has a Hehr brand 3 unit front end window having two vertical hinged side windows. This front window was used from 1951 to 1954.



Two Hehr horizontal framed windows are used on the rear end of the 1951 15' Cruisette. Universal Nite Owl taillight has similar turn signals.



Airstream opened the Jackson Center, Ohio factory in August, 1952.
The view was taken in 1955, just after the factory doubled in size.

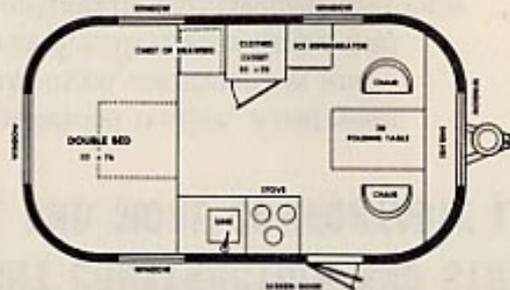


Airstream's 1953 line up consisted of four trailers.

The 17' Clipper was the shortest:



17-FT. AIRSTREAM CLIPPER



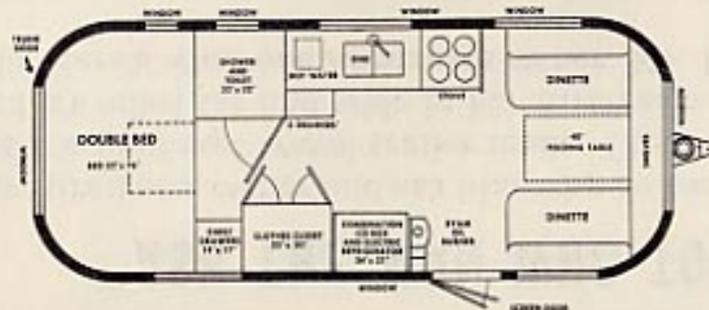
SPECIFICATIONS

Overall length—17 ft.
Body length—14 ft.
Overall weight—1905 lbs.
Hitch weight—225 lbs.
Double bed
3-piece divan
3-burner oven stove
White porcelain sink
Refrigerator (ice)
Linoleum galley top
Inlaid linoleum on floor
Large closet
Shock absorbers
Steel bumper
7 drawers, 4 lockers
Medicine cabinet
8-ft. awning rail
Curtains
6 opening windows
Butane tank
2 roof vents
Trunk compartment
Warner electric brakes
Wide base auto wheels
650-16 6-ply tires

The 21' Flying Cloud was the most popular.



21-FT. AIRSTREAM FLYING CLOUD



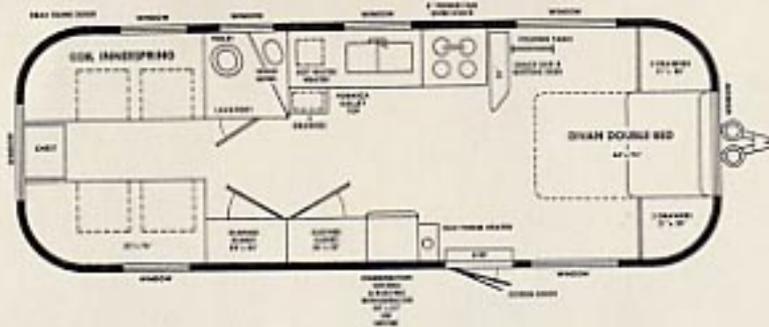
SPECIFICATIONS

- Overall length—21 ft.
- Body length—18 ft.
- Overall weight—2540 lbs.
- Hitch weight—250 lbs.
- Double bed or twin beds
- 3-piece divan, dinettes
- Apartment size stove
- Double porcelain sink
- Combination refrigerator (electric and ice)
- Formica galley top
- Inlaid linoleum on floor
- 2 large closets
- 13 drawers, 4 lockers
- Medicine cabinet
- Porch light
- Oil or butane heater
- 7 opening windows
- 3 roof vents
- 8" power fan
- 12 ft. awning rail
- Curtains
- Butane tank
- Trunk compartment
- Shock absorbers
- Steel bumper
- Warner electric brakes
- Wide base auto wheels
- 700-15 6-ply tires

The 25' Cruiser was the next size up:



25-FT. AIRSTREAM CRUISER



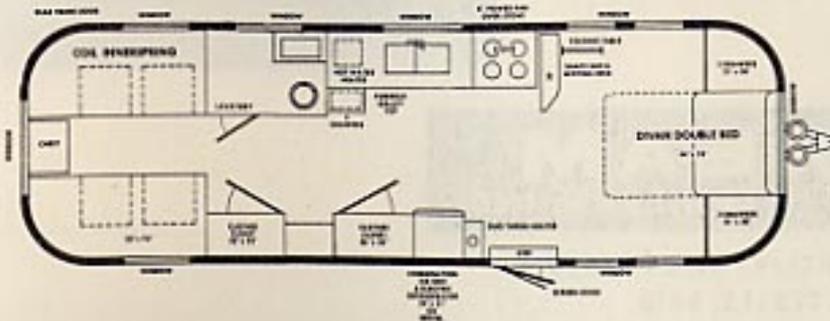
SPECIFICATIONS

- Overall length—25 ft.
- Body length—22 ft.
- Overall weight—3420 lbs.
- Hitch weight—280 lbs.
- Double bed or twin beds
- 2 chests of drawers with 48" 3-fold love seat
- Hot water heater
- Shower and toilet
- Oil or butane heater
- Deluxe apartment size stove
- Double porcelain sink
- Combination refrigerator (electric and ice)
- Formica galley top
- Inlaid linoleum on floor
- 3 large closets
- 16 drawers, 4 lockers
- Rear trunk compartment
- 8 opening windows
- Venetian blinds
- 3 roof vents, 8" power fan
- Double butane tank
- 16 ft. awning rail, Porch light
- Steel bumper
- Shock absorbers
- Warner electric brakes
- 700-15 truck tires

And the tandem axle 29' Liner was the largest.



29-FT. AIRSTREAM LINER



SPECIFICATIONS

- Overall length—29 ft.
- Body length—26 ft.
- Overall weight—3980 lbs.
- Double bed or twin beds
- 2 chests of drawers with 48" 3-fold love seat
- Hot water heater
- Shower and toilet
- Oil or butane heater
- Deluxe apartment size stove
- Double porcelain sink
- Combination refrigerator (electric and ice)
- Formica galley top
- Inlaid linoleum on floor
- 4 large closets
- 21 drawers, 5 lockers
- Rear trunk compartment
- 9 opening windows
- Venetian blinds
- 3 roof vents 8" power fan
- Double butane tank
- 20 ft. awning rail Porch light
- Steel bumper
- Shock absorbers
- Warner electric brakes
- 700-15 truck tires
- 4 tandem wheels

The first 1953 21' Flying Cloud built in Jackson Center was given serial number O 3001.
“O” denoted “Ohio” on the California data tags.



The first Flying Cloud built in Jackson Center returned there for the 2005 Homecoming.



The first post-war “Squarestream”, a 1953 Holiday travel trailer built by Wally Byam when the Ohio plant first opened. Sold from 1953 to 1955, these trailers were built in a separate factory in Jackson Center.



This 1955 Wally Byam Holiday surfaced last month.



The Holiday is a “canned ham” wood framed travel trailer built in Jackson Center, Ohio from 1953 to 1955.



The Holiday interior layout, partially seen here, was copied by Airstream in the 1955-57 Bubble.



The Holiday trailer data plate featured Wally's image. Holiday trailers are welcome in the WBCCI and VAC as Wally Byam products.



Vintage Airstreams can be at home anywhere. This 1952 17' Clipper makes a nice backyard garden cabana.



This 1953 17' Wanderer has only one curbside window set.
1953 Airstreams still have 13 panel vertical front and rear ends.



1953 17' Wanderer rear end has Hehr standard window and Bargman No. 2 rectangular tail lights. Rear hatch indicates crossways rear bed inside.



Streetside front view shows the 3 streetside windows.



In 1954, Airstream increased all trailer lengths by one foot. A new sloping rear end provided the additional foot of floor space.

The greatest advance in modern trailer travel!



AIRSTREAM for '54

LIGHTWEIGHT TRAVEL TRAILERS



The Globe Trotter increased from 17' in 1953 to 18' in 1954.



Sloped rear ends remained an Airstream feature until 1969.



22-FOOT AIRSTREAM FLYING CLOUD

The “Cruiser” became the “Overlander” by 1956.
The entry door typically opened away from adjacent windows.



26-FOOT AIRSTREAM CRUISER

The 30' Liner was 7'1" wide, 8'4" high outside and 6'10" high inside. Overall weight was 4,050 pounds dry with a hitch weight of 320 lbs.



30-FOOT AIRSTREAM LINER

1954-1957
Airstreams kept the
13 panels on the
front end



Ohio built trailers had 13 panels on the rear end, which flowed smoothly to the bottom of the rear window.



Notice how the lowest rear panel seam flows downward.



Notice how the mid body rear seam line ID's the 13 panel rear end.



This is a 1957 18'
Globe Trotter built in
Ohio.

California built 1954-57 trailers had a 9 panel
“whale tail” or “Dutchman’s cap” rear end.



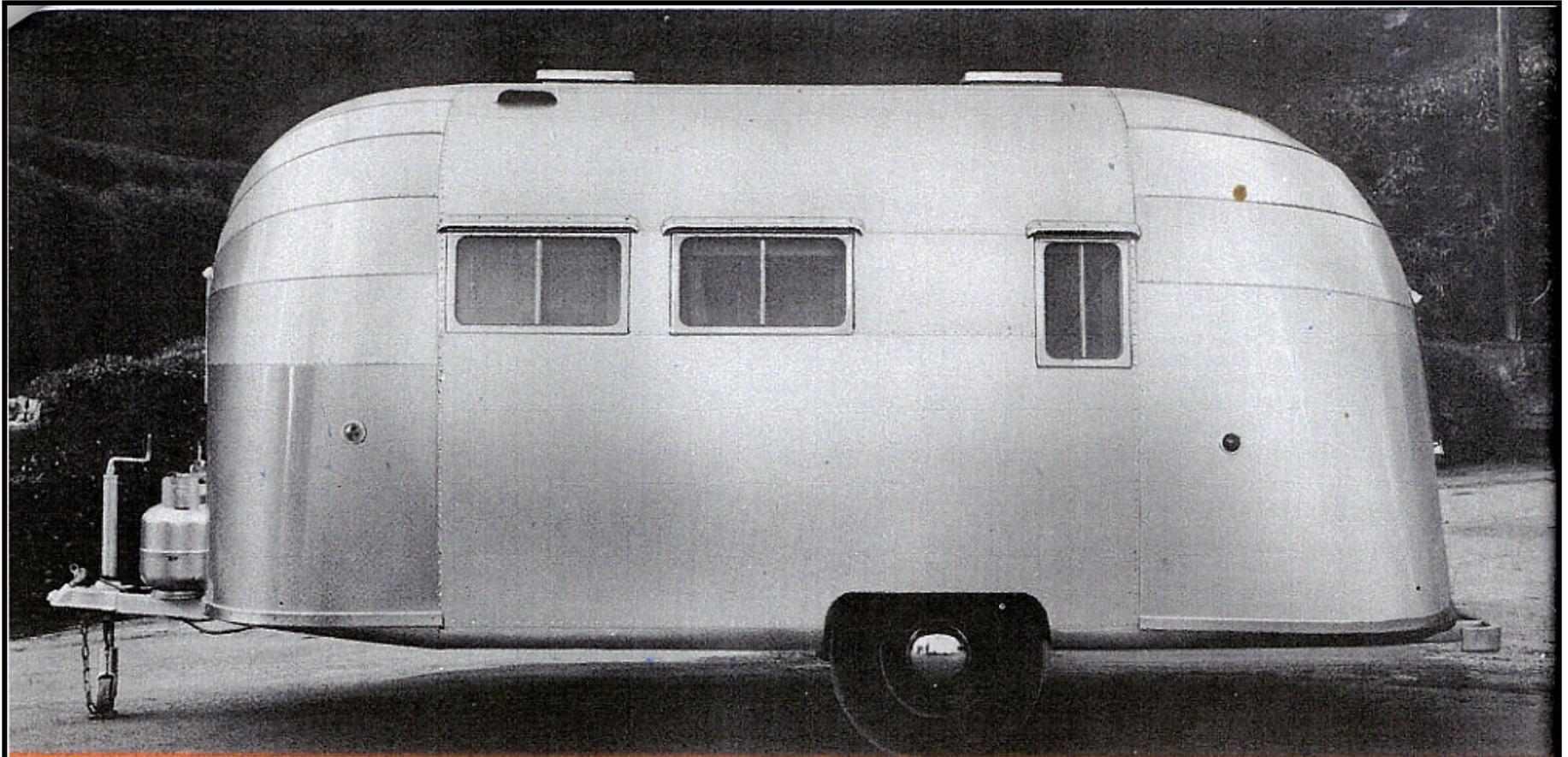
The 9 panel
“whale tail” was a
beautiful design.



From either side, the lowest “whale tail” rear panel seam begins in the middle of the side window..



With this knowledge, we can now identify the photos in the 1954 catalog as showing California built trailers.



18-FOOT AIRSTREAM GLOBE TROTTER

General rule to ID 1954 to 1957 Airstreams:
California had 9 panel “whale tail” rear end
Ohio had 13 panel rear end



California 9 panel “whale tail”



Ohio 13 panel tapered rear end

Now that we have a general rule, there must be an exception:
a 1954 California built 18' trailer with a 13 panel rear end.



A very popular mid 1950s small Airstream is the 16' Bubble, built from 1955 to 1957 in California & Ohio.



The whale tail ID's this as a California built Bubble.

The 16' Bubble was built in California, as indicated by its “whale tale” rear end.

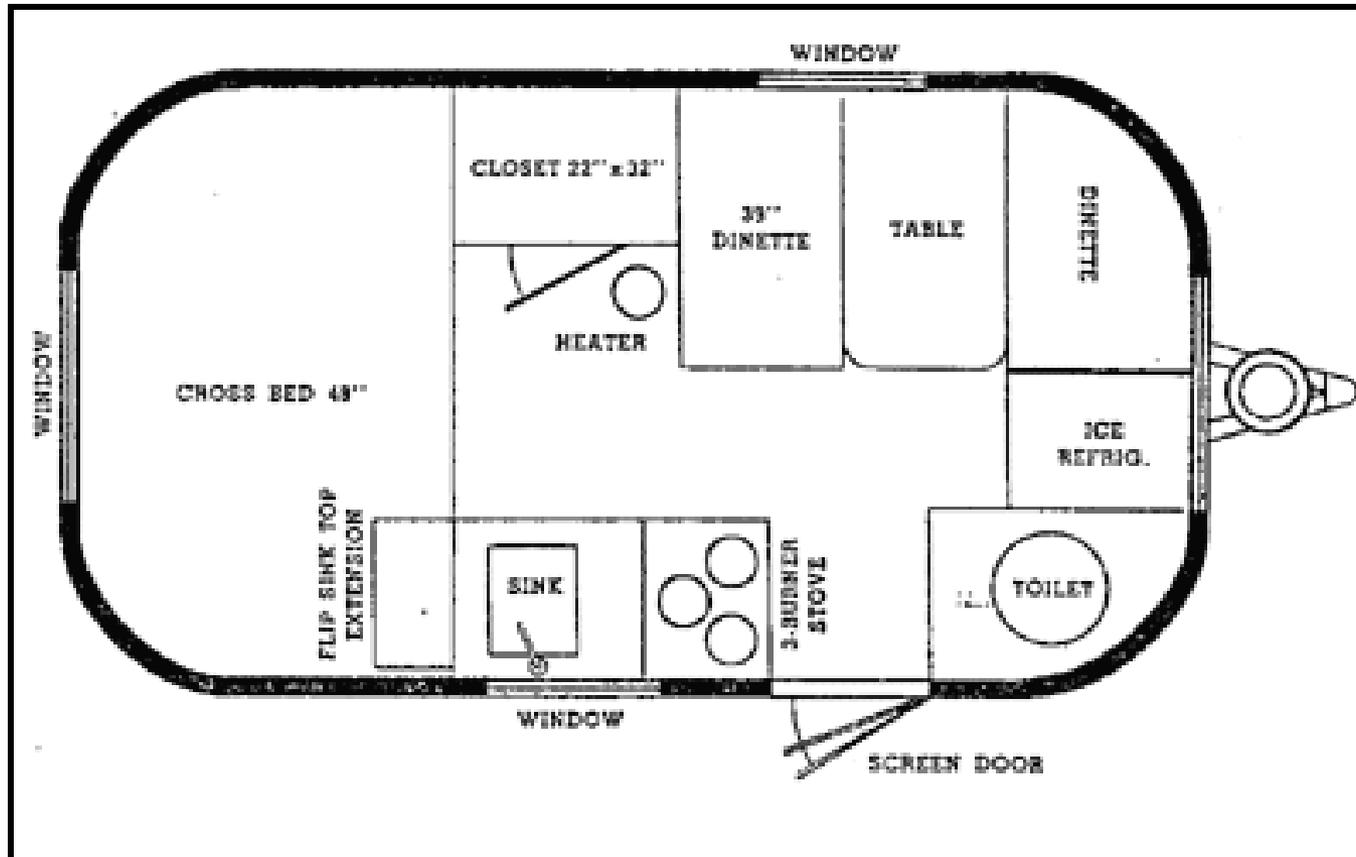


Bubbles were sometimes given “cute” names, befitting their size.



A 1956 California built Bubble with “whale tail”.

Bubbles had a very efficient floor plan, often including a dinette, bathroom and rear double bed.



This 1956 Ohio built 16' Bubble has a beautiful
13 panel rear end.



During 1956 and 1957, Airstream reduced the number of front and rear end cap panels to 7.



Rear end of a 1956 16' Bubble

Reducing the number of end cap panels to 7 gave a smoother, sleeker look.



A 1957 22' Flying Cloud

The 7 panel rear end was smoother and less busy than the 13 panel rear end. Very slick!



During 1951, our
Government tested
atomic bombs in the
deserts of the western
United States.

These A-Bomb tests
changed the genetic
make up of living
things....

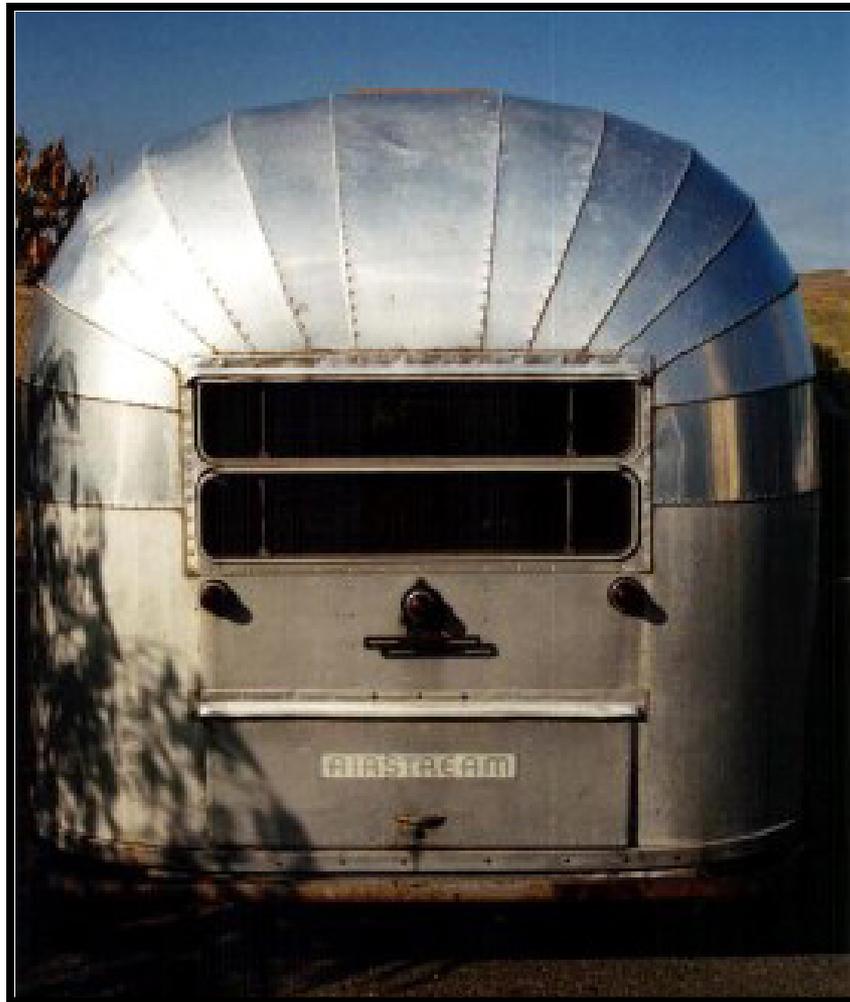


... some of whom became movies stars.



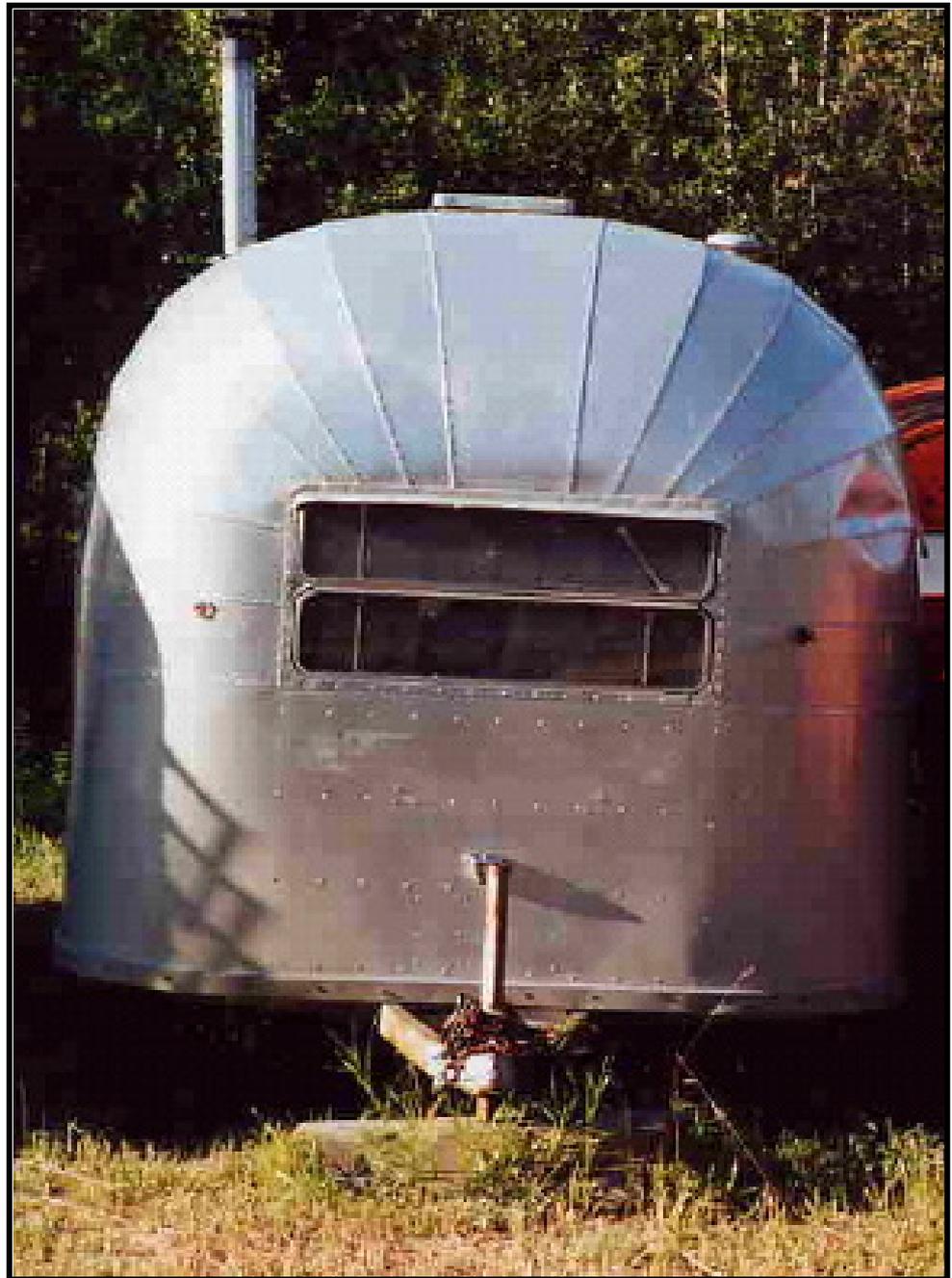
The A-Bomb tests also affected some 1951 Airstreams.

Normal 1951 trailers had 13 panels on each end cap. The lowest panel bottom line intersects the windows 1/3rd above the bottom of the window.



..but Atomic Mutant
Airstreams grew
15 end cap panels.

The lowest panel
bottom rivet line is
even with the
bottom of the
window, visible
here.



Mutant Airstreams come in all sizes.
This Radiant Cloud is 21 feet long.



This Atomic Cruiser is 25' long!



This baby 15' Mutant Cruisette was discovered in California last year. Note the belt line from the end panel bottom continuing across the side, truly strange.



The Cruisette's 15 panel end cap lowest rivet line is even with the bottom of the window, thus confirming its Mutant Trailer status.



They have even migrated to the East Coast!

This Mutant Trailer appeared in May, 2005 in Pennsylvania.
It is a 1951 Liner with serial number 1481.

It has the unusual 1951-only combination of
a flat front end with a round rear end.





The round rear end has the usual 13 panels....

But the flat front end has 15 mutant panels!



For safety's sake, burn this comparison into your mind.



Normal 13 panel Trailer intersects side of window



Mutant 15 panel Trailer is even with bottom of window



Carefully count the number of panels in this picture.

Tomorrow night at 9:00 p.m. here I'll discuss
1958 to 1968 Airstreams.

THANK YOU ... I hope you enjoyed the
show!

Fred Coldwell
Denver, Colorado
VAC Archive Historian
WBCCI # 1510

Some good webs sites for Vintage Trailer information:

1. For photos and trailer models, go to:

<http://www.vintageairstream.com>

and click on “archives”

2. For Airstream trailer features over the years, go to:

<http://www.insideout-design.net/maxwell/>

then click on “Links & Resources” & then click on “Vintage Airstream Features 1936-1979” at the top of that page.

3. For the VAC Club, go to: <http://airstream.net/index.html>