

## **Wally Byam Post war production**

It wasn't until next year that the Airstream Trailers corporation was founded. In late 1946, Curtis Wright, who moved to LA from Michigan during the war, and Wally Byam together started production of a new post-war travel trailer based on Wally's pre-war Airstream Clipper & Sliver Cloud models at the Van Nuys Airport (LA Metropolitan Airport).

After some months they split into the Wallace Manufacturing Company and Curtis Wright Travel Trailers, but shared facilities until Wally struck out on his own. The first 2 dozen Liners carry plates that say "Airstream Built by Wallace M. Byam". It wasn't until next year that the Airstream Trailers corporation was founded.

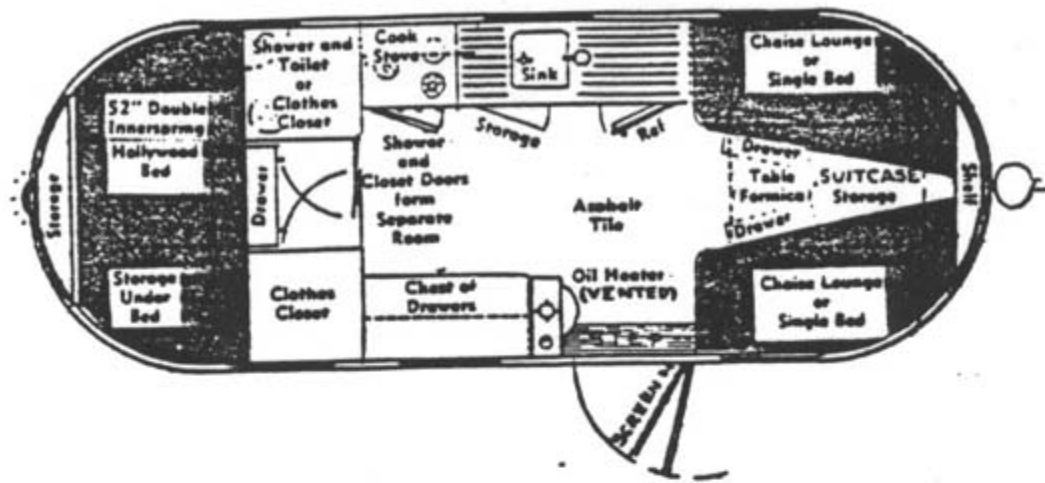
First post war Airstream. Production started May 1947 at the Los Angeles Metro Airport (Van Nuys).

The Liners were available in 7 different standard option layouts: Southwind, Breeze, Chinook, Tradewind, Westwind, Zephyr & Sea Breeze. This shows typical birch cabinetry, overhead cabinets with original birch doors, the stainless steel galley assembly and ice-box, and the standard dinette.

1947 to 1951 trailers did not have turn signals as standard, but were offered as an option as more and more states started requiring them. The standard offering was the S&M Lamp Co. light shown to the right which mounted on a sheetmetal bracket. Another model was the "Nite-Owl", which mounted flush to the skin. Many owners added left and right lights over the years as states started mandating them.

The below is a "Globetrotter" interior layout - and had a bathroom.

## Globe Trotter Model 22 Overall



### AIRSTREAM'S "GLOBETROTTER" (22 FT. OVER-ALL) Equipped With Toilet and Shower

This model, we believe, is aptly named because it can be taken anywhere an automobile can go and still have all the facilities for comfortable living. Yes, even luxurious living. You can even take a shower when parked off the highway as this model has it's own water supply. Electricity is not needed to heat the water. Space is even provided for suitcases. Not shown in the drawings are four to six "roof lockers" also three new style-no draft-"umbrella type" roof vents.

This "Globetrotter" model was especially designed for those who "go places" where trailer parks are not available.

If the twin beds shown in this drawing are not desired any of the other "front end" arrangements can be had.

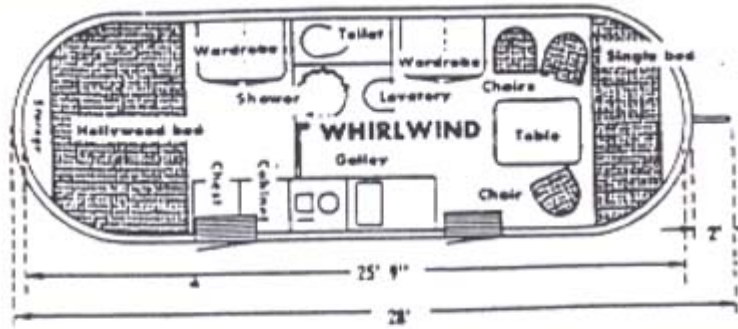
List price....\$2695.00 f.o.b. Glendale, California

Production moved from the Van Nuys airport to the factory at 1755 No. Main Street, Los Angeles, CA by early 1948.

Airstream Trailers, Inc. was formally incorporated in California on November 1, 1948. When the corporation was formed, it bought Wally's manufacturing company assets for stock and cash, and also acquired McFaul Brothers exclusive distributorship rights (for stock & cash). The five initial directors of the new corporation were Wallace M. Byam, William W. Lampkin, Daniel W. Gage, Arthur R. Costello (who became President), and Claude McFaul, whose "McFaul Bros Trailer Sales" was responsible for retailing Airstream trailers at his sales lot.

The progression in design of the s/n plate is an interesting one. Starting in 1947 with a plate like below, it had changed to an all brass oval plate by 1950, and eventually to an aluminum oval plate later in 1949. The placing of a model number on the plate was dropped with the introduction of the brass plate.

First year for the double door pipe-framed Whirlwind. As noted below, interiors were fully customizable - and notice the price - \$4000!! That is \$512,000 in 2006 dollars! As a result, not too many were made, or then even survived due to the pipe-frame chassis.



28 ft. Superliner "WHIRLWIND"-Variable floor plans Sleeps two to six. Can be furnished from a "shower to a piano". List price \$3995.00 f.o.b. Glendale, California.

To the left is one of few known surviving examples, residing now at the Airstream factory in Ohio, s/n 2008...

*Thanks for the info, The serial number is sequential starting from 1000? So mine is the 118th airstream liner made since the beginning? Has someone been keeping track of the trailers found so far?*

Hi Ron:

The serial numbering is sequential for each different length model during the late 1940s. The 22 foot long Liners began at serial number 1000 or 1001, I don't know which. So your 22' Liner is the 119th or 118th 22' long Airstream Liner built after WW II. The 28' long Whirlwinds had the 2000 series serial numbers, the 16' Wee Winds had the 3000 series serial numbers, and the 19' (then 18') Trailwinds had the 5000 series serial numbers. Each X000 series is numbered sequentially