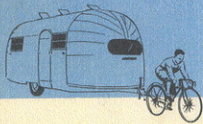


AIRSTREAM

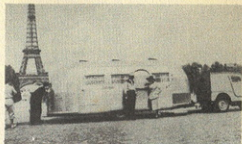


LIGHT-WEIGHT TRAILERS



1934

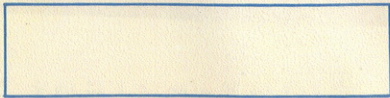
1949



AIRSTREAM

"Ask The Man Who Tows One"

Manufactured By Airstream Trailers, Incorporated
1755 North Main Street
Los Angeles 31, California



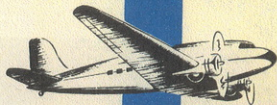
When I was a boy in knee pants I spent many of my summers on prospecting trips in Oregon, Idaho, and Nevada with my grandfather. Grandpa always traveled by covered wagon, the same old Conestoga in which he crossed the plains to Oregon as a young man with his father. It was pulled by four big mules and would go anywhere, absolutely anywhere—over bad roads or no roads. In addition to that, it had the most amazing capacity for stowing away the darndest amount of gear and still have room for more. We lived in it for months on end — comfortably.

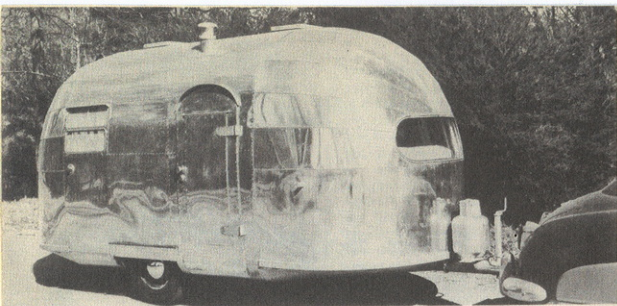
Years later when I began to design trailers I could never forget that covered wagon. Its backbone was a hickory centerpole running from front to back. Although it had four wheels it really had three point suspension because the front axle was attached to the pole in what amounted to a "fifth wheel." The front and back of the body were swept up to facilitate the crossing of dips and gullies. The steamed hickory bows which gave the roof its shape had contours startlingly like today's air transports.

So all trailers designed by Wally Byam are distinguished by a centerpole running from front to back. This includes the pre-war Airstream Clippers as well as the Curtis-Wright Clipper and all post-war Airstream Clippers and Liners. The bows of the first Airstream built in 1932 were of laminated wood patterned after those of a plane—and a covered wagon. As years went by wood gave way to steel tubing and then to formed aluminum. By the late thirties Airstream was moving step by step with the best airplane construction, aluminum exteriors riveted to aluminum structure. After five years building airplanes during the war, Airstream's crew of skilled aircraftsmen returned to trailers again more aircraft minded than ever.

Thus today's Airstream is more airplane than trailer. It is built on airplane jigs, with airplane techniques, using airplane aluminum alloys, and with airplane insulation. It is light enough and strong enough to fly...but it still has the old reliable covered wagon undercarriage.

WALLY BYAM





18-FOOT AIRSTREAM CLIPPER

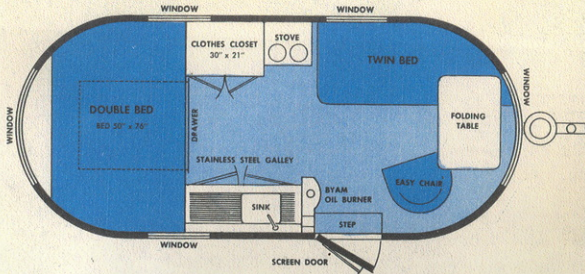
This model is designed specifically for those people who want a trailer that will go anyplace — actually just *any* place. It will go just about anywhere that a Jeep can take it. It will travel over poor roads or no roads. It is so light-weight that it does not sink easily in sand or mud. It will go up the steepest of grades. It will take the roughest of bumps and knocks in stride. It is perfectly at home in any kind of weather. It is the trailer for the rugged individualist and the adventurer who loves comfort along with his adventure. We think that it is the most trailer for the money in America today.

It is light-weight enough to push and pull around by hand, yet big enough to stow all the gear for four people for an extended trip. The interior arrangement allows plenty of room to move around in. Everything is top quality—dependable. We do not recommend anything smaller even for two people if you expect the comfort of "Fifth Avenue on Wheels." And we will dare anybody to take any trailer anywhere that this trailer will not go.

The body length is 16 feet, 18 feet overall.

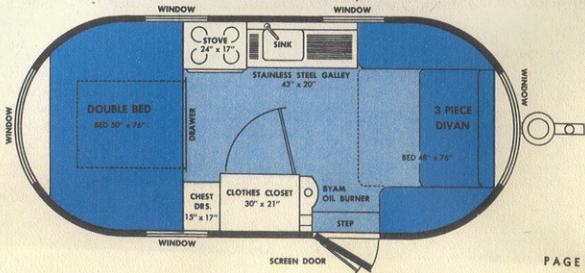
SLEEPS 3

This model has a big double, inner-spring bed for two people and a single bed that can also be used to sit on at the table; extra large stainless steel galley, with both faucet and pump with Jeep can; ice refrigerator; two-burner plate setting on top of a chest of three drawers. The space above is enclosed for neat appearance and for a warming and drying cupboard. Ample space for comfortable easy chair at right of door. A wonderful trailer for two or three people for a long, long trip.

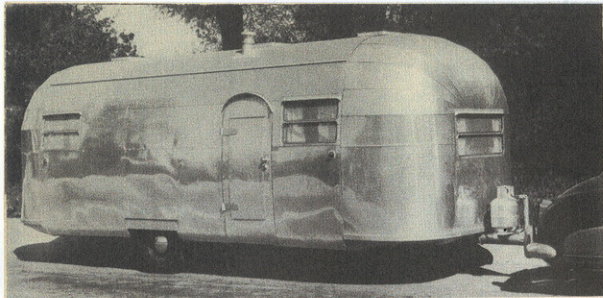


SLEEPS 4

This interior arrangement is taken from a very popular, larger Airstream and compacted to this smaller space. A big double, inner-spring bed in the back and our own three-piece dinette, in front; a full-sized, three-burner Coleman stove with oven; stainless steel galley and a fifty pound ice refrigerator. It is an ideal trailer for hunters, fishermen, or for two couples. It has the maximum of sleeping space in really good beds. It has three big roof lockers and lots of storage space in drawers and compartments under the beds.



24-FOOT AIRSTREAM CRUISER



This cruiser model was designed specifically for the retired couple or for those people who want to live in trailers over extended periods. It is a genuine Airstream. It is light-weight, very light-weight. But it is BIG. We redesigned the roof line to get more space in the upper corners. It is as wide as the majority of trailers in America today. We redesigned the front and back to make them more blunt and to give more space. This also allows the front and back windows to open. 22 feet of body, 24 feet overall.

This bigger, wider, higher Airstream has more room in-

side than you would ever believe possible in a trailer. The rear bedroom has two big chaise lounges, twin beds, with a chest-of-drawers and vanity between them. They hinge up easily for daytime lounging. There is eight feet of rod space in the three clothes closets. The extra large clothes closet on the left side is made to be quickly and easily converted into a bathroom with shower and hot and cold running water at a nominal extra charge.

The kitchen is a housewife's dream. It has a full size, apartment cooking range with broiler; an electric refrigerator

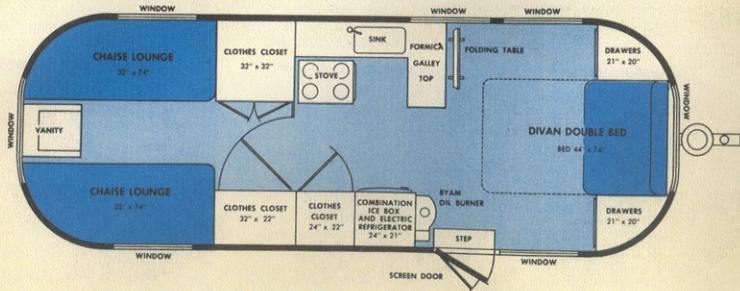
in which ice can also be used, if electricity is not available; a galley topped with easily cleaned formica. Just loads of storage space for food and kitchen equipment.

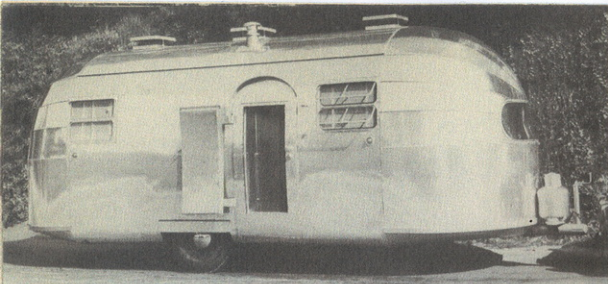
The big living room in front has a four-foot divan which makes into a full-size double bed and is flanked on each side with chests of drawers that are handy for lamps, magazines, and books. There is ample space in this big room for extra easy chairs, and the excellent Airstream folding table.

And yet, with all this bigness and roominess, this trailer

completely equipped and ready for the road weighs under 3000 pounds. Few automobiles in America today are as lightweight. Any car can handle it. We do not recommend it but our customers report speeds of 85 miles an hour with it.

It is a natural for a couple who want to eat their cake and have it too. All the space of a big trailer and the lightness of an Airstream. You never have to strain your back or your car with the Airstream Cruiser, but you can take all the comfort of home with you wherever you may go.



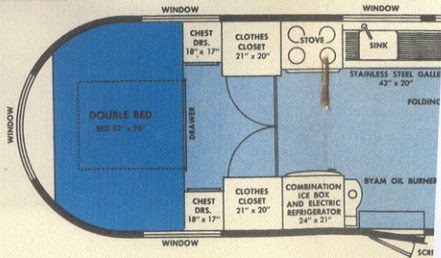
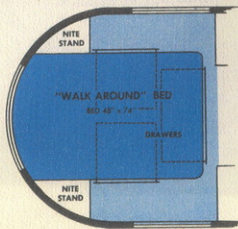
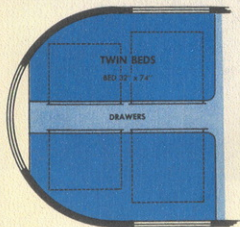


22-FOOT AIRSTREAM GLOBE- TROTTER

This is the America On Wheels and picture just touring the world.

This is a transformation of your home part of you as you get more. It goes where you want so easily that you have it where you want it.

It is fast or as you would like it.



"The World's Most Traveled Trailer"

This is the trailer that is revolutionizing travel all over America and Europe. It is the inspiration for the book, "Fifth Avenue On Wheels"—to teach and show mankind by word and picture just how much pleasure and comfort they can have touring the world via trailer.

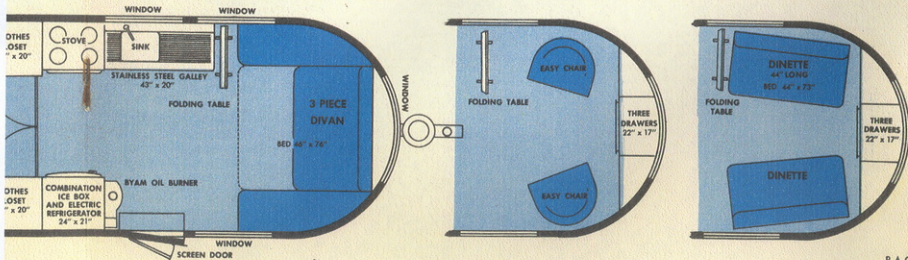
This is a trailer you live with and in. It provides the comforts of your home wherever you are. It becomes as much a part of you as your wristwatch or as comfortable as an old hat. You get more attached to it than you do to your automobile. It goes where you go and does what you do. And it does it all so easily that both you and your automobile almost forget that you have it with you.

It is fast on the highways. You can travel with it as fast as you would without it. It is easy on the mountain grades, you

zip over most of them in high. And it is just as much at home as your automobile is on the rough, rough roads. It is tougher than your car and will outlast several of them.

This Globe-Trotter was not built just to sell. It has been tried and tested since 1934 in just about every country where trailering is possible. Everything in it and about it has been tried out and tested by hundreds before you. The poor things have been eliminated and the good things consolidated. It is not perfect, as nothing in life is ever perfect, but it is as near to perfection as you will ever find in any trailer anywhere. Your Airstream Globe-Trotter will always be tugging at your heart strings, chafing at the bit to get on to a new adventure wherever you may want to go.

The center section of all Globe-Trotters is the same. Two



clothes closets have doors which open to close off the trailer into two rooms.

The easily cleaned stainless steel galley and electric refrigerator that can also be used with ice are standard Globe-Trotter equipment. Most people prefer a Coleman stove with oven but some prefer the stove with oven and broiler. The latter can be accommodated by transposing the stove with the galley at a slight extra cost.

There is a wide choice of furnishings for the front and rear ends; it depends on the user and his needs. As you can see from the floor plans, one rear end calls for a big double inner-spring bed placed across the trailer which allows room for two chests of drawers. There is also a big drawer under the bed.

Another rear arrangement allows for two twin beds with drawer space under the beds. Still another arrangement allows for a large double bed placed in the center of the trailer with space to walk around each side. Bed clothes can be easily tucked under the inner-spring mattress in such a model.

The front end can also be furnished to suit the individual. One model allows for two dinettes which become seats in the daytime and make into a double bed at night. Another plan calls for Airstream's own three-piece divan which makes into a very comfortable double bed at night, and seats two people on one side and one person at each end of the table for eating. A third choice has two big comfortable easy chairs.

Thus a retired couple might choose a model with twin beds in the rear and two easy chairs in the front. Or they might choose a walk-around bed.

In many instances, you can get what you want in this famous Globe-Trotter. The price is the same whatever you choose.

Roof lockers are not shown in the floor plans but all available extra spaces along the top corners are filled in with roof lockers. The doors are all made so that they can be hinged up for easy access.

Those wishing a shower bath and toilet room can have one of the clothes closets enlarged and a shower and chemical toilet installed at a nominal extra cost.

Windows are all double-pane with a single central control for opening and closing. There are three telescoping roof vents that can be opened at an angle to catch wind from two directions. They can be left slightly open in the rain without leakage, and are removable for cleaning. The screen door is standard.

You can be comfortable in this Globe-Trotter in zero weather and you can be more comfortable than in most trailers at 110 degrees. The shiny aluminum surface bounces much of the heat of the sun's rays. The spun glass insulation in which the trailer is completely encased keeps out the winter's cold. We have never been able to make an Airstream sweat and we have the same report from hundreds of our customers. This is due to our exceptionally good insulation and our light aircraft construction. We can go into scientific detail, if you are interested.

There is more than enough room in all Airstream models to accommodate the belongings and gear of occupants. You are amazed at how much stuff you can "stash" away. We recommend that you not take too much but there is space there if you want to. Body length 20 feet, 22 feet overall.

If you love to travel, this Globe-Trotter is the finest investment that you can possibly ever make. It will give you all that you are looking for, for years—and years—and years.

THE SIZE OF TRAILER FOR YOU

No one style or size of house will fit the needs of all people. Same goes for trailers. It depends entirely on you, what your habits are, how you live, where you want to go, what you want to use your trailer for, and how you want to use it. All these things are more important than price, for the deep satisfaction of owning an Airstream trailer will remain long after the price has been forgotten.

The first thing that controls the size of a trailer for you is sleeping requirements. Beds must be comfortable. The mattresses must be the kind you like and they must be big enough to fit you. If you prefer twin beds, then by all means have twin beds in your trailer. If you are a great hand to "sprawl," then get a big king-size bed. If your family is such that your children must have separate beds, then two singles and a double makes a nice arrangement.

The next controlling factor is your cooking habits. If, for instance, you must have a stove with an oven and a broiler, that takes up more room than a two-burner plate. (The stove with a broiler, for instance, cannot be placed over a wheel housing.) If by nature you require lots of pots and pans and gear, then you must have a place to put all these articles. If you do not require an electric refrigerator, you can save more space. Personally I lean toward the English custom of two-burner plate with a broiler and a small ice refrigerator for, in many of the places that I go, ice and electricity are impossible to obtain anyway. Some people seldom use an oven; others could not live without one.

The third factor in regards to space depends upon the amount of possessions you want to take with you. If you are going to take along a lot of clothes, more clothes closet space is required to put them in. Some people need more drawer space than others. No one should take any more in a trailer

than he really needs but this amount varies widely. In any instance, you should make sure that you actually need what you think you need. Men are just as bad offenders as women in this respect. In figuring storage space, remember that many items can be put in bags and stored under beds, items that are not ordinarily stored in such places.

Another factor is dependent upon where you intend to go with your trailer; your traveling habits. If you are going to stick to paved roads and the main highways, you can use a larger trailer than the fellow whose main desire is to get to hard-to-reach fishing places. I took a 22-foot Globe-Trotter to Europe and wouldn't want to take anything any longer because of the difficulty in making sharp turns in many of the villages. I intend to take an 18-foot Airstream Clipper down the Pan-American Highway to Central and South America because the roads are pretty rugged in places. But if you are going to mosey along slowly and spend several weeks at a time at the popular trailer resorts, there is no reason whatsoever why you should not take a larger model. If, however, you are a fast driver and do a great deal of driving, you should lean toward a smaller model.

Some people just can't be happy without a lot of gadgets, camera enthusiasts, for example. O. K. then take along the gadgets. But keep everlastingly thinking—"Do I really need to take this and do I really want it?" "Can I get along without it?" And be everlastingly thinking of weight. Keep it down—down—down. And when you sail past the other fellows boiling up the hills with their heavily laden trailers, you will be more than happy you are towing a light-weight Airstream with all of the things you need in it, but no more. Light weight and "know how" are the biggest factors in successful, happy, joyous trailering.

FURNISHINGS

The shell or body of an Airstream trailer is built complete like an airplane or a Pullman coach, then the furniture is moved in. Unlike most trailers, Airstreams are not dependent on built-in furniture and partitions for structural bracing. So all Airstream furniture is movable and changeable. You can buy an Airstream without furniture and furnish it yourself or you can have it furnished with pieces designed especially for Airstream.

Clothes closets and chests of drawers and all doors are made of selected birch finished in natural light tones. Light weight and ability to withstand vibration are kept topmost in mind. All drawers and doors have metal locks to keep them tightly closed on the road.

The galleys in the Clipper and Globe-Trotter have tops of fluted stainless steel with stainless steel sinks, with the front doors and sides of aluminum. Sinks are equipped with faucet for hose connection to outside. A jeep can and a pump for water supply can be installed at small extra cost. Galley top of the Cruiser is formica with white enamel sink.

Electric refrigerators are usually Marvel. Stoves are usually Coleman or Dixie.

The most popular heater is a "Byam Burner," our own design and make. Takes up little space. Gives heat and plenty of it, both radiant and circulating. Burns kerosene and stove oil, vented for good draft, Detroit valve. We guarantee it. Other heaters can be installed on request, sometimes at slight extra cost.

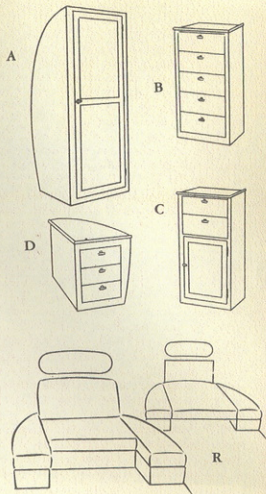
Upholstery material varies from month to month and is always selected by a professional decorator. Samples can be shown on request.

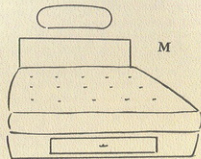
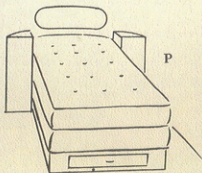
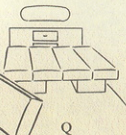
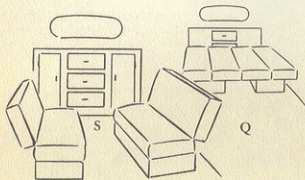
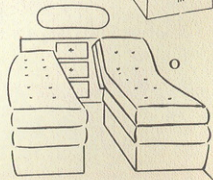
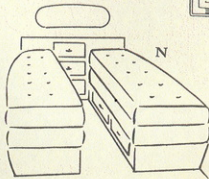
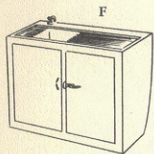
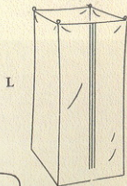
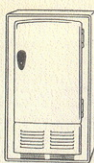
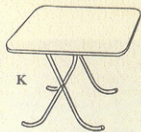
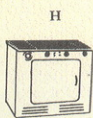
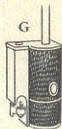
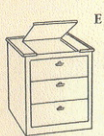
A good solution to the bath problem is the "Byam Bath," a shower stall made of durable plastic material, the whole having a zippered front opening and a completely waterproofed bottom, all hanging from the ceiling on four hooks. A bucket of warm water, a stirrup pump and a shower hose and spray complete the deal. Sells for \$20.00 complete. Rolled up, takes very little space.

- A - Clothes closet
- B - Chest of drawers
- C - Drawers over wheel housing
- D - Corner Cruiser drawers
- E - Cruiser vanity and drawers
- F - Galley

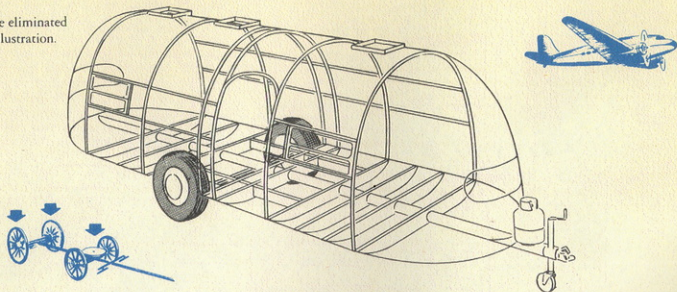
- G - Byam Burner
- H - Stove over wheel housing
- I - Stove with broiler
- J - Electric refrigerator
- K - Three position folding table
- L - "Byam Bath" portable shower
- M - Cross-ways double bed

- N - Twin bed
- O - Chaise lounge
- P - Walk around bed
- Q - Dinette double bed
- R - Three piece double bed
- S - End vanity (see Q)





Much structure eliminated to simplify illustration.



SPECIFICATIONS

Centerpole is four-inch steel tubing with reinforcing three-foot doubler at front end

Hitch is Atwood two-inch ball and socket; hoist is weather tight, easy action Marvel.

Crossmembers are of .051 24S T aluminum alloy in U and I beam sections. Six inches of space between completely enclosed underbelly, and floor is weather protected with two-inch of insulation and four inches of dead air.

Floor is $\frac{3}{8}$ inch plywood covered with top-grade, gray or tan, asphalt tile.

Springs are of best grade automotive steel attached to I beams, extending from back of wheelhousing to front of door, assuring permanently easy-closing door. Springs underslung or overslung at buyer's option to 1½ inch steel axle with four inch drop.

Shock Absorbers are hydraulic, automobile type.

Brakes are Warner electric, world's largest manufacturer of electric brakes.

Wheels are formed steel automotive, same quality, size, and specification as used by Mercury.

Tires are 7.00 x 15 six ply Goodyear or Goodrich.

Roof bows are hydraulic and hand-formed U channel of same work hardening aluminum alloy as used in latest jet planes. Stringers 24 ST .032 channel.

Exterior skin is Army and Navy specification genuine Alcoa 24 ST .032 Alclad. This alloy has a protective coating of pure aluminum on the outside. Never needs paint or special care. Practically weather proof. Airstream trailers fifteen years old with this sheathing look as bright and new as ever.

Interior skin is aluminum alloy, painted a light pastel green selected by Hollywood technicolor experts as a color easiest on the eyes and emotions.

Drapes harmonize with walls and woodwork and are selected by an interior decorator.

Insulation is genuine Libby Owens Ford plasticized spun glass, filling the entire 1½-inch cavity between the inner and outer skins.

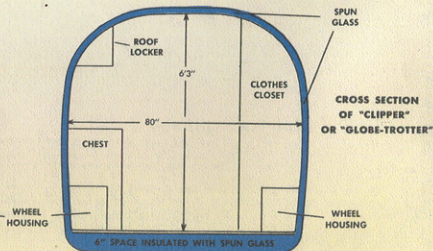
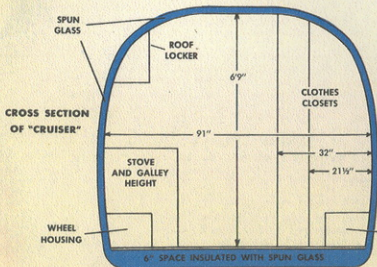
Weight on hitch, any model, is approximately 150 pounds.

Butane tank, bolted to tongue, is 5 gallon-ICC, with regulator.

Lights include four side amber lights on all models except 18-foot model which has three, stop and tail light and two red reflectors. Plastic non-glare interior lights with many plug-ins.

Door is airplane type with Airstream's own insulated screen door. Kwikset latch and Yale locking dead bolt.

Vents are easy action telescoping with quickly removable screens for cleaning.



AIRSTREAM, A SOUND INVESTMENT

LOW UPKEEP

The exterior skin is genuine Alcad aluminum, the same as used on trans-Atlantic transports and fighter planes. It is as near weather-proof as anything can be. It never requires paint. It can be easily polished with the usual non-scratching kitchen cleansers. The body is all riveted. There are no nails or wood screws to shake loose. There is no wood in the structure except the floor. The metal body expands and contracts with the heat and cold in one homogenous unit. It is so sturdily constructed that it is not easily damaged but is inexpensively repaired and usually costs much less than the same work on an automobile.

The first Airstreams, now fifteen years old, are just as road worthy and look just as bright and shiny and new as the day they left the factory.

SEE-THROUGH

The front and back clear-view vision windows of Airstreams are positioned at a height so that you can see right through the trailer, either by looking back through your car's rear window or through the rear-view mirror. This adds tremendously to the safety factor and avoids nervousness in towing. It makes backing easy.

WEATHER CONTROL

Spun glass insulation around and over the entire body encloses all Airstream interiors in a warm blanket in winter and prevents heat penetration in the summer. The floor is exceptionally well insulated. Other factors that contribute to a consistent and comfortable temperature regulation in all kinds of weather are excellent ventilation, a shiny exterior which bounces heat, and the circulating, oil-burning Byam Burner.

STREAMLINED

Airstreams are as modern as today's new cars or today's new airplanes, advancing with new trends since 1934. Some Airstream owners report that they get more mileage with their cars towing an Airstream than they do with their car alone when they are traveling at high speeds. They slip through the wind without the usual eddy currents that occur at the back of most trailers. When parked, they will ride out a very heavy wind and we have never known one to be blown over.

EXCEPTIONALLY EASY TOWING

Because they are built like an airplane and so scientifically balanced with a low center of gravity and a minimum turning inertia factor, Airstreams tow like a dream. If you want to go fast, their streamlined light weight lets you. They are balanced so well that there is very little weight on the hitch and most owners never use overload or helper springs. Their hydraulic shock absorbers keep them rock steady. They can be pushed around by hand "like a baby buggy" and hooked and unhooked from the tow car without lifting. A woman or child can do it.

HIGH RESALE VALUE

Because there is no "wearout" to an Airstream and because the interior as well as the exterior is metal, signs of wear are not noticeable. There is never any odor even after years of use. They can be easily cleaned and polished inside and out. Thus, Airstreams, even the old ones, have a high resale value. You see very few of them on the used trailer lots but when you do, you will find them commanding high prices.

