Emmitt was an unusual engineer, one with a sense of humor. Quiet, unassuming, and retiring, my conversations with him over the years at TCT events here in Florida were always fascinating, never repetitious, and I always looked forward to his presence. Once I knew some of his accomplishments, like using a push button I could start him up and his engine roared away. Particularly intriguing were his years with Airstream, Clark-Cortez, Flxible, and Mobilux in engineering and executive capacities as well as his very inside knowledge of Wally Byam’s escapades. He was Airstream’s very first engineer and long overdue as I have had a ’62 Globe Trotter for 19 years the rear layout of which still confounds me. Emmitt was Airstream Jackson Center’s Plant Manager from 1961-’64, leaving after a regime change he disagreed with. His next stint was with Clark Equipment (the forklift company which had begun to build short motorhomes with Mopar slant six engines, ex-Studebaker parts, a heavy steel frame which rusted badly and lightweight wheels that broke under the load). "Junk" was his one word review of these. He then hooked up with Flxible where he was Manager of their Southern Coach Division in Evergreen AL. His opinion of Flxible was top-notch, not only of the bus but using the bus as a base for the Flxible Motorhome. He said that no other motorhome architecture could possible compare to the quality of a Flxible, a statement that is borne out by our recent attendance at the Bus Nuts New Year’s Eve Rally in Arcadia FL where Flxibles are still held in the highest esteem. From 1969 to 1973, Emmitt was President of Flxible’s Mobilux Division where he designed and produced two models, the Cruiser, a Class A 24’ model based on a step-van and a shorter 18’ Cutter. The cruisers were fitted with a Chevy 350 and 400 Turbo-Hydramatic 3 speed for power and ease of maintenance. He had a Mobilux specially made for him and his wife Joyce which towed a red ’65 convertible Mustang dinghy for local jaunts. About 300 of the Mobilux Cruisers were made, and Emmitt was particularly proud of each one. The vintage RV community has lost one of its pioneer members, and an engineer with a wry smile and a good laugh. The first pic is Emmitt in front of his Mobilux.

Hunt
Tin Can Tourists Hall of Fame Member - Emmett Dale:

The following is Emmett’s personal history and involvement in the RV industry. Emmett and his wife, Joyce, have attended winter events in Florida the last few years. It wasn’t until last year at Cedar Key that I became aware of Emmett’s long association with the industry and had an opportunity to scratch the surface of his store of knowledge relating to the companies he was associated with:

- From 1959 to 1960 Engineer at Airstream Inc. Jackson Center, Ohio
- 1961-1964 Plant Manager Airstream Inc. Jackson Center, Ohio
  Sorely needed design specialist and first engineer hired by Airstream
- 1965 Airstream underwent management change
- 1965-1966 Engineer Cortez Division, Clark Equipment, Battle Creek, Michigan
- 1966-1967 Plant Manager, Cortez Division, Clark Equipment, Evergreen, Alabama
- 1967 Clark Equipment sold Cortez Division
- 1967-68 Resident Manager, Southern Coach Division, Flxible Bus Corporation
  Built and shipped trollies, ambulances, busses, and motor coaches all over the world
- 1969-1973 President of Mobilux Inc. – the RV division of Flexible Bus Corporation
- 1973 Mobilux closed

Through our communications, Emmett indicated that his experience was happy, professionally satisfying and brought him in contact with many outstanding, intelligent people. I am sure those that worked with Emmett were fortunate to have made his acquaintance, also.

Years ago, Bud Cooper, founder and director of the Vintage Airstream Club, let me have a copy of significant dates and events associated with Airstream that he had compiled. I believe he didn’t want the material disclosed because it was the initial outline for an unpublished book he wrote, I believe entitled Airstream, the Timeless Adventure. I asked Emmett to share some of his stories relating to his time with Airstream and he provided me with some interesting tidbits. I have included a couple here that may be of interest to Airstream members.

In 1952, Andy Charles and Wally Byam drove an old panel delivery truck towing a flatbed trailer to Jackson Center, Ohio with all the materials to build the first Ohio built Airstream. The truck was dubbed “the Yellow Peril”.

In 1955, Henschen Industrial developed and built the first Niedheart Torsion Axles and Henschen provided all chassis for the Ohio Airstream Plant.