



# Apr 2015

4/24/15

## Average First Timer 5<sup>th</sup> Wheel Purchase

Mr. & Mrs. Gene Anybody, Gene age 56 and Mary 52. Gene an electrician engineer takes an early retirement offer. Mary owns a small business and maintains the household. Mary and Gene have raised two children and have 4 grandchildren. They decide to sell their home of 40 years to one of their grown children and proceed to go full time RVing in a 5th wheel with their existing pickup truck. A 2004- ¾ ton 4x4 Short Bed heavy duty rated to tow over 13,000 pound 5th wheel trailers.

They visit 5 different 5th wheel RV dealers and settle on a trailer based only on the couple's floor plans options. They take for granted or assume that the trailers are manufactured for safely towing for their floor plan. They also ended up with a local dealer of over 35 years in one location. Gene spends two days trying to lower the price of the 38' 2 axle 3 slide trailer with a 8" extended king pin for short bed trucks. The dealer states the trailer G.T.W. (Gross Trailer Weight) 11,225 pounds empty and Gene figures loaded 13,000 pounds G.T.W. leaving 1,775 for personnel contents. Gene double-checked with the truck manufactures recommendations less than 13,000 pounds.

Gene states to the RV sales man (Rob) that he wants to get the best 5th wheel hitch on the market as he knows he is close to overloading the truck. Asking Rob if he needs to buy a dually 3500 with an 8' bed as his existing 5th wheel towing uncle recommended. Rob states that the existing ¾ ton truck was designed by the manufacturer to tow this trailer and he sells him a rigid standard double swivel 18K slider hitch for \$1,300.00 that the dealer installs.

Gene and Mary are outfitted and pick up the trailer totally hitched when they arrive to drive their new portable castle. Functions of the operations of trailer accessories are briefly demonstrated. So they go to the home of 40 years and load the portable castle with their personnel items. They live in Michigan and plan to tow to Arizona for the winter. They get on the interstate and drive the speed limit 65 mph. Because of road conditions and normal road issues, the truck and trailer are bouncing and jerking side-to-side, up-and-down, forward-to-back. Gene tries to maintain his speed while other vehicles, including many 18-wheelers, are passing him causing him to move all over the road. Mary is uneasy and feels a motion sick along with some white knuckles. Gene has been gripping the steering wheel with both hand and has tightened his grip and also has white

knuckles. They tow 6 hours and pull off at a campground exit very tired. They pay the fee to camp and proceed to their camping space. Gene knows he was sold a slider hitch and decides to set it before he backs into the space. He reads the instructions for the slider and it takes him 5 times getting out of vehicle to operate the slider for the parking maneuver. Half an hour later they are backed into a camping spot and set up. Gene needs to go to the store and tries to disconnect the trailer/truck, but the coupler is jammed. He decides to leave it coupled and they spend the night.

The next morning he talks to a neighbor (Bill) about not uncoupling. Bill shows him the trick to uncouple and the truck and trailer are now uncoupled. They spend 1/2 day at campground, Gene backs the truck up to the trailer to couple after several attempts, and four times in and out of the truck, he thinks he is connected. Gene prepares the trailer jacks and contents. Gene and Mary gets into the truck and they go to pull off and they hear a loud crash and find out that the trailer did not couple. After Gene and Mary get out of the truck they find the trailer kingpin and slammed down on the truck bed. The trailer has come in contact with the truck bed sides and damaged the trailer and truck. Neighbor Bill heard the crash comes running over to help. After correctly hitching up, Bill states he has done the same thing 6 months ago and it cost him \$3,095 to fix his truck and trailer, which the insurance company paid for, but he had to wait on truck and trailer for 3 weeks. Gene also has to get in and out of truck to operate slider hitch and Bill tells him he has an extended king pin on his trailer and he does not need to use the slider. Gene tells Bill that the dealer said that he needed both the kingpin extension and slider if he had to back into a space and needed to get the truck and trailer at a 90-degree angle to get into the space. Bills tells Gene that he should never get his truck and trailer into that position because the trailer will be turning at a 90 degree and the tires could be forced off the rim.

Gene and Mary decide to head back home and get the trailer and truck fixed and then thinks what they want to do now that they have had their first real experience. They decide after the rough ride home to consider selling both truck and trailer and buy a motor home. They go back to RV trailer dealer and they have it estimated. For repairs to trailer it costs \$2,680.00 and 4 weeks to repair and \$1,400 for repairs to the truck. They look at motor homes to trade truck and trailer and discovered a \$150,000 difference! They go to their sons home disgusted. They then decide to get on the internet and check out some of the forums and other potential solutions to their problems.

### **What Went Wrong?**

Now let's take a look at the different things that should have been done or mistakes that were made: *(The following articles have been published in back issues of our Newsletter. Use the link to review the newsletter with that article.) This document contains a copy of the articles noted below.*

- Before going to your RV dealer research information for the correct tow vehicle.
- Did not get basic 5<sup>th</sup> wheel information before going to dealers.
- Paid \$1,300 for a slider hitch they did not need.
- Under estimated the weight of the contents of the trailer.
- Did not research towing articles and forums to find out from other people what the real issues were?
- If you are considering full-time towing look into medium duty trucks and truck conversions
- Internet search for Positive Locking 5<sup>th</sup> Wheel Hitches using Holland-Binkley head assemblies.
- To get a smoother and safer ride look for a omni-directional controlling 5th wheel.

- Check out on-line forums to get the opinion of other people who have experience

[Other articles published in Air Safe Hitches website.](#)

# Fifth Wheel Travel Trailer Towing Tips

I am glad that after roughly 35,000 miles of fifth wheel travel trailer towing I have never damaged the trailer, had a blowout, ran out of fuel or been stuck. I started out as a complete newbie, never having towed a thing in my life. The first thing I did was off to the nearest big open parking area and practice, practice, practice!

Practice, practice, practice!

This has to be the all-time best tip you can get. You can read all the information you want but the only way to truly learn is by doing it over and over. It's how you learned to drive your car, right? Take some cones and mark out pretend scenarios like backing into a campsite, turning through some tight corners, etc. Learn how your rig reacts and how long it takes the trailer to turn and how much extra room it takes. This is also a good time to get a feel for the braking. Towing a trailer makes the stopping distance greater and the braking practice will give you a sense of how much distance is going to be a safe distance to stop.

## Respect the Weight

One thing you have to appreciate is how much mass you are moving around. With the trailer hooked up your movements must be slow, steady and deliberate. If you perform any jerky movements you're not going to be able to correct the motion the same way as in a car. I see this issue all the time on the freeway when folks pulling trailers do a jerky quick lane change and then spend 10 seconds trying to get the trailer to stop fish tailing. When braking, remember that even though you may have electric trailer brakes they won't stop on a dime. Always give plenty of space in front in case a panic stop takes place ahead. I have had more than one occasion where I rounded a corner only to find a line of dead stopped cars waiting in a construction zone.

## Hitching and Unhitching

This can be a little different depending on the type of hitch you have but here are a few basic tips.

1. Make sure the tailgate is down! Seen all those trucks with bashed up tail gates now you can imagine why. Also on the flip side when done make sure the tailgate is up or you will carve out a nice hole in the front trailer cargo bay door.
2. Always attach the emergency brake cable, at least in the unlikely event the trailer comes unhitched it will stop itself.
3. Before raising the front jacks too far after hookup give the trailer a tug test with the truck to make sure the hitch jaws are fully engaged. That step can save your truck bed rails from getting squished by a falling fifth wheel. This is a good time to check the trailer brakes are working too.
4. Always chock your wheels even if the ground seems really flat, you never know, better safe than sorry.
5. Don't let people distract you while doing the hitch operations. Too many bad things can happen if you forget something.

6. Keep the hitch lubed and clean. I use a round plastic type lube plate on my pin and works great. Check the nut and bolt torque settings every once in a while too

I have a routine for hitching and unhitching and do it the same every time, that way it becomes second nature, and I'm less likely to forget something. Just before departure my wife goes through our checklist and I confirm the tasks were done.

#### No Distractions

When your towing it is your responsibility to have complete attention on the truck, trailer and road. Don't be chatting on the phone, playing with the radio, trying to read the map, etc. Unlike a car your recovery and reaction time is limited due to the weight and size of the rig. Every second counts if an emergency maneuver is required. I won't even let Anne play a podcast while we drive unless we are on a very wide open expressway with little traffic or she uses headphones. I like to listen to all the noises and sounds so if anything sounds different I'll know. Hearing a tire hissing or axle bearing squealing early can mean the difference between slowly pulling over or frantically trying to maintain control.

#### Mirrors, use them!

Mirrors are your best friend when towing. Make sure you set yourself up with ones big enough and far out from the vehicle enough to see all the way down the trailer side to the back. Mine are set so I can see the trailer walls and the tires. This way I can see if a tire is running low or worse is blown. The next thing to do is add blind spot fish eye type mirrors as an add-on. With these you can see vehicles that sneak up beside you, your trailer roof line and they are an aid when backing up the trailer. Always keep your mirrors as clean as you can and check them often to watch what's happening behind you.

#### Cornering

The fifth wheel is going to demand some extra care and attention when taking sharp corners. When you take the corner the trailer is going to track a path inside that of your tow vehicle. How much depends of the length and it is something that is important to get to know. The more you practice the better feel you'll have as to how wide of turn you need. During the turn take it slow and check your mirror to make sure the trailer is clearing the corner. Also keep in mind the back-end of the trailer will swing wider than the tow vehicle path so allow space for this. Very important in tight campgrounds where I've been witness to many small crunches to people's trailer sides as they scrape an obstacle such as a tree or post. Worse yet the electrical pedestal or water tap!

#### Plan Your Route

This can save you much time and aggravation. When you are touring around in a car it's so easy to turn around, get fuel, and deal with any type of roadway. Not so much when your 40 –65 feet long and 12-14 feet high. Always plan ahead and know where your going with the trailer before departing. Some of the apps I use are listed in this [post](#). It is important to know the terrain you'll be towing through, is it hilly? too curvy? rough road? etc. Where are the easy in and out fuel stops. Nothing worse than being in some unknown town with low fuel trying to jam yourself into a tight situation to refuel. Cities take extra planning such as knowing when rush hour might be, what's the bypass route and if they have tolls. The internet is a wonderful resource and if in doubt about the routing go to one of the many good forums like RV.net, IRV2.com, RVForum.net and just ask. You'll usually get a boat load of information back from folks that have done the same route or have intimate local knowledge.

#### Pay attention to your Tires

A big one problem fifth wheels trailers face is blow outs of the tires. All the weight and stress eventually is on the little patch of rubber meeting the road. I watch my tires like a hawk. Before every tow I check the pressure, lug nut torque, visually inspect the sidewall and treads. Also when stopped for a rest break I feel the tires for overheating along with the bearings. Many people invest in a tire pressure monitoring system and it is on my upgrade list. Replace your tires after 5-7 years whether they look like they need it or not. Tires can look perfect but be rotten on the inside. This is especially true if they sit for long periods of time without use.

### Our Gusty Friend Wind

I find wind to be the biggest enemy to my travel trailer towing experience. Being that the rig is near 13 feet high and box-shaped any sort of wind has a dramatic effect. The worse scenario is on the big Interstate Highways when traveling among the tractor trailers. When it's really gusty and they are passing by you pushing a lot of air themselves there is a push-pull effect that happens that you must be aware of. Wind also devastates fuel mileage and is hard on the truck trying to pull the trailer through it, worse if you add hills in to the equation. So I always check the weather and tend to plan my tow days around the wind. Many times I will leave a day early or a day late to get the least wind. One time we were towing across South Dakota's rolling hill country into 30 mph winds, had enough and just pulled into a fancy RV Resort to wait it out. May as well spend the money on a nice place then diesel fuel and no fun towing. I figure anything above 25 mph in wind is no fun.

### Backing it up

This can be the most intimidating part of fifth wheel ownership. The dreaded backing into a campsite with the local peanut gallery watching.

- First tip is take your time, rushing it is only going to enhance the chance of problems. Fifth wheels respond to your steering input in a delayed manner, by going slow you have a better chance to correct a miss guided path. It will help if you can pull a good distance ahead before backing in to allow plenty of space for a gradual turn into the spot.
- Second use a spotter always!! Also have a good simple set of hand signals and have the spotter always visible in your mirrors. A set of two way radios or cell phones for communication is another good option.
- Third is GOAL. GOAL stands for get out and look. I will sometimes do this twice or more if in doubt, no shame in looking. It's actually an acronym used by professional truckers.
- Fourth, look at your tires. I always watch the path the tires are taking as that is where the trailer will go. If you watch the back of the trailer it can get you out of line quickly as there is a large swing to the end and doesn't follow the same arc as the tires. When backing don't forget about the front of the truck. It's so easy to get wrapped up in the looking back you crash into something right in front of yourself.
- Finally always look up and have your spotter look up. It is easy to forget how high the rigs are. A low tree limb can ruin your camping trip.

### Take your Time

Traveling in the RV is not a race. It is meant to be enjoyable. Make sure you don't overdo the mileage. I tend to stick to between 100-250 miles as a nice distance in a day. I feel any longer than that and you start to speed and get tired. Two really bad things on the highway. If you feel tired at all pull over somewhere and take a nap, you have your house with you after

all. Instead of taking the fastest Interstate Highway, try a slower secondary road and discover things.

Well that's my Fifth Wheel Travel Trailer Tips. Hope this helps some of the new to towing RVers. If any experienced travel trailer towers would like to add a tip feel free to comment below.

**Follow our RV adventures! – Cheers Ray**

## **How To Clean RV and Camper Trailer Rooftop Air Conditioner (AC) Coils**

Merely keeping the filter clean in your rooftop RV AC is not enough. In order for the AC unit to continue to operate efficiently and last a long time the coils must be cleaned every few seasons. The condenser and evaporator coils will eventually become clogged with dust and debris, no matter if you faithfully clean the filter on your rooftop AC unit. Cleaning the coils is a relatively easy task which anyone with basic tools can perform by following these simple steps.

### **Step-1**

Be sure the AC unit is unplugged from the power source by turning the breaker off or unplugging the RV from the shore connection.

### **Step-2**

Make sure your RV roof is strong enough to support your weight by using plywood or wide boards if the roof is not constructed to walk on. Remove the nuts holding the protective shroud in place and carefully remove the shroud from the AC unit. Place the shroud aside until the coil cleaning process is completed.

### **Step-3**

There are especially made solutions just for cleaning AC coils which will make your job much easier, but if don't wish to purchase one of these you can use certain household products such as 409, or other strong grime cleaners. Some of the commercial coil cleaners do not require using a shop-vac to assist clean-up like the household products normally do.

Spray the coil cleaner on both the evaporator and condenser coils and let soak about 15 minutes or so. You can use a water hose with sprayer attachment to gently blow out the debris from the coils but try not to let the water hit the electric connections directly. Covering these electrical areas with plastic bags will help prevent moisture from entering the electronics areas. Don't worry if some areas get wet a little because they are made to resist the elements.

### **Step-4**

If you have access to a wet/dry shop-vac you can use it to gently remove the excess moisture from the coils. It may be necessary to repeat **Step-3** several times to thoroughly clean very dirty or badly clogged coils. After the cleaning process is completed, let the unit thoroughly dry for several hours until the unit is completely dry. The use of a fan to dry the coils will speed this process immensely.

### **Step-5**

Replace the AC shroud after the AC unit is thoroughly dry, reconnect the electrical power, and the unit should be good to go. Clean the coils every few camping seasons, or more often if the RV is used year round. Enjoy your RV rooftop AC unit and keep it clean and cooling properly

## Hitching accessories to get the job done right

2/26/2015

In an ideal situation, you would have someone with you to help out in getting your hitch lined up correctly. Unfortunately, this doesn't always happen. When you need to hitch up a trailer or camper to your vehicle, it can be a real chore if you are doing it by yourself. Hitching a trailer on your own can sometimes mean getting in and out of your vehicle repeatedly to make sure you are lining up the coupler and ball mount correctly. It's always a good idea to have a little extra assistance in this area, even if you think you won't need it. There are ways to easily get the job done if you are by yourself.

First of all, if you find it difficult to attach your hitch, you may want to consider the HitchGrip coupling tool. It works on all Class III, IV and V weight distribution hitches, and makes it much easier to lift. The HitchGrip tool evenly distributes the load, so the weight is less difficult to carry and puts less strain on your back. You won't end up with a greasy mess when you are finished either, because it keeps your hands off the hitch. Since the tool has no moving parts, there's no need to worry about it malfunctioning at a critical moment.

Now, when you are ready to get the hitch lined up, the Solo Hitch Alignment System from Tow Ready is a simple way to do the job. This system consists of two telescoping rods that have magnetic bases. The rods are extended so they can be seen through the back window, up to 42" in height. One is placed on the ball mount, the other on the coupler. They each have a brightly colored sphere at the top. When the spheres line up, you'll know that the ball mount and coupler are in position. This is a very handy hitching accessory that uses no electricity, and is perfect for those new to towing.

If you are looking for a more sophisticated system, the Hopkins Smart Hitch Camera uses easy to understand graphics to help you align your hitch. The camera mounts behind your license plate, while the monitor can go anywhere on or around your dash. It indicates red, yellow and green zones on the monitor screen to let you know how close the coupler and ball mount are to being in position. When you aren't towing anything, the camera doubles as a backup camera, detecting objects that you may not be able to see while backing up. You can easily switch the camera from Everyday Mode to Hitch Mode depending on your current needs.

By Julie T

## Security Accessories for your RV

3/31/2015

Just like at home, security is an important consideration when on the road in an RV. It's important to be aware of your surroundings and to take

precautions against theft and other types of crime. It's always best to be prepared, especially if you are in an unfamiliar area. There are several RV accessories you can use to help protect your family and your belongings. Knowing you've taken the proper steps toward increasing security will give you greater confidence and peace of mind during your travels

Security lighting is often used for businesses and homes, and the same principle can be applied to motorhomes. For example, a motion sensor light, such as the Star Light Smart Light, mounted near the door will help deter any potential criminals. It can also function much like a porch light, making it safer for you to climb stairs and open your entry door. The motion sensor feature will also save energy by only coming on when its needed. Spotlights and path lights can take this tactic even further. An RV with security lighting will also give the impression that the RV is occupied. A criminal is less likely to try forcing his way inside when he can clearly be seen doing so by anyone in the vicinity.

Locks are the most basic way to keep out potential thieves, as they are more inclined to go for an easy target. Installing deadbolts on each door and other appropriate locks on all of the storage compartments will go a long way toward keeping your belongings secure. There are many different types of locks available, including combination locks for storage compartments and electric door locks with a keyless entry. There are also security cables and locking cargo trays that can secure anything you have stored outside your RV. Vehicle theft, while improbable, is still a possibility. A hitch receiver lock, if applicable, will help prevent drive-away thefts.

Using a security system such as the 9003P portable version from WestOz Wireless gives you a similar stronghold to the security system you may have at home. The 9003P uses a motion sensor to detect activity and has the ability to give off a siren when triggered. The alarm is easily controlled through the use of a remote key fob, which can also trigger the siren in an immediate emergency. It can work with multiple motion sensors if necessary and is wireless, saving you from a complicated installation. It even comes with a decal so you can let others know that your motorhome features an alarm system. This alarm system operates on batteries, which provide at least 2 years of life.

By Julie T

## Air Safe Hitches

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- [Receiver Hitches](#) (works with weight distribution, ball mount, or pintel)
- [5th Wheel Hitches](#)
- [Gooseneck Hitches](#)



# Inspect These RV Parts After the Long Winter in Storage

4/8/2015

Your RV is both a motor vehicle and a home away from home. As such, it has a number of parts that must be inspected on a regular basis to ensure they are working properly, especially if it has been sitting in storage for the winter. Don't wait for repairs to become noticeable before you take action, as checking these parts often will allow you to avoid bigger problems, that will cost you a ton of money and possibly do a lot of damage to your vehicle.

## Propane Tank and Hoses

Check the hoses near your propane tank to see if there are any holes, cracks or splits, as this could result in a leak. You should also inspect the nut on the end of the line to make sure it isn't worn or cracked, and replace it if necessary. Look for a gas regulator, which is usually located on the top or side of your propane compartment, to see if it is leaking or shows signs of excessive wear. This part controls the gas flow to the appliances inside the RV and they tend to wear out after about ten years, so you may want to replace yours if it's older than that, even if you don't spot a problem.

## Pipes and Fittings

RVs can be prone to water leaks, especially after being stored for the winter. For this reason, you should check underneath the sink to view the condition of your pipes when taking your RV out of storage in the spring. You should also flush the toilet, turn on all faucets and check around your water heater to make sure everything is in good working order.

## Miscellaneous Items

The gas and plumbing lines are two major components that need inspecting; however, there are also numerous others, including:

- Roof vents, to see that they open and close properly
- Heating and air conditioning systems
- Worn or missing gaskets on outside storage compartments
- Locks and other hardware on doors and windows
- Stabilizers to make sure they still go up and down properly

By checking the condition of these parts you will know that your RV is ready for use.

# Top Destination RV Parks announced by Good Sam for 2015

The Good Sam RV Travel & Savings Guide is highlighting the Top Destination Parks for March as part of its 12 Months of RVing promotion.

These select RV Parks stand out for their proximity to popular travel

destinations, from California's Redwood Forests to Florida's Everglades. Destination parks serve as virtual jumping-off points for North America's most popular destinations; many of these parks help guests arrange tours and provide information about points of interest.

The editors and consultants of the Good Sam RV Travel & Savings Guide chose the list of Destination parks from the annual publication's database of more than 7,000 private parks.

Top Destination RV Parks: [Arizona](#)  
[Grand Canyon Railway RV Park](#), Williams

*British Columbia*

[Burnaby Cariboo RV Park And Campground](#), Burnaby  
[Hazelmere RV Park & Campground](#), Surrey

*California*

[Jackson Rancheria RV Park](#), Jackson  
[Orangeland RV Park](#), Orange  
[Vines RV Resort](#), Paso Robles  
[Far Horizons 49er Village RV Resort](#), Plymouth  
[La Pacifica RV Resort](#), San Diego

*Colorado*

[Garden of the Gods RV Resort](#), Colorado Springs

*Connecticut*

[Bear Creek Campground at Lake Compounce](#), Bristol

*Florida*

[Disney's Fort Wilderness Resort & Campground](#), Lake Buena Vista  
[Club Naples RV Resort](#), Naples  
[Tallahassee RV Park](#), Tallahassee

*Georgia*

[Lake Pines RV Park & Campground](#), Columbus

*Idaho*

[Suntree RV Park](#), Post Falls

*Indiana*

[Lake Rudolph Campground & RV Resort](#), Santa Claus

*Kentucky*

[Duck Creek RV Park](#), Paducah

*Louisiana*

[Red Shoes Park at Coshatta Casino Resort](#), Kinder  
[Pine Crest RV & MH Park of New Orleans](#), Slidell

*Maine*

[Pumpkin Patch RV Resort](#), Bangor

*Maryland*

[Castaways RV Resort & Campground](#), Ocean City

*Massachusetts*

[Cape Cod Campresort & Cabins](#), East Falmouth  
[Normandy Farms Family Camping Resort](#), Foxboro

*Michigan*

[Little River Casino RV Park](#), Manistee

*Nevada*

[Hitchin' Post RV Park](#), Las Vegas  
[Oasis Las Vegas RV Resort](#), Las Vegas  
[Wine Ridge RV Resort & Cottages](#), Pahrump  
[Cottonwood Cove Resort](#), Searchlight

*New Jersey*

[Liberty Harbor Marina & RV Park](#), Jersey City

*New York*

[The Villages at Turning Stone](#), Verona

*North Carolina*

[Camping at Charlotte Motor Speedway](#), Charlotte

*Oregon*

[Portland Fairview RV Park](#), Fairview

*Pennsylvania*

[Artillery Ridge Camping Resort](#), Gettysburg

[Drummer Boy Camping Resort](#), Gettysburg

[Round Top Campground](#), Gettysburg

[Hersheypark Camping Resort](#), Hershey

[Lake-In-Wood Resort](#), Narvon

*South Carolina*

[Oak Plantation Campground](#), LP, Charleston

*South Dakota*

[Beaver Lake Campground](#), Custer

[Rafters J Bar Ranch Camping Resort](#), Hill City

[Hart Ranch Camping Resort Club](#), Rapid City

[Chris' Camp](#), Spearfish

*Tennessee*

[Memphis Graceland RV Park & Campground](#), Memphis

[Nashville Shores RV Park](#), Nashville

*Texas*

[Bennett's RV Ranch](#), Granbury

[The Vineyards Campground & Cabins](#), Grapevine

[Northlake Village RV Park](#), Roanoke

[Blazing Star Luxury RV Resort](#), San Antonio

[Traveler's World RV Resort](#), San Antonio

*Virginia*

[Lake Ridge RV Resort](#), Hillsville

*Washington*

[Lake Pleasant RV Park](#), Bothell

[Maple Grove RV Resort](#), Everett

[Point Hudson Marina & RV Park](#), Port Townsend

*Wisconsin*

[Mt. Olympus Camp Resort](#), Wisconsin Dells

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