



**RESERVATION POLICIES:**

- Active duty may reserve up to 90 days prior to pick up date.
- All other eligible ID card holders may reserve equipment 60 days in advance of pickup.

**CANCELLATION POLICY:**

- Full payment is required at time of reservation.
- A 10% Cancellation Fee will be charged for cancellations up to 10 calendar days prior to reservation pick up date. No refund for cancellations within 10 calendar days of pickup date. Exceptions only for documented military or medical reasons.

**USAFA CAMPING FACILITIES:**

Peregrine Pines (USAFA) 719-333-4980  
 Farish Recreation Area (Woodland Park) 719-687-9098

Visit [www.usafasupport.com](http://www.usafasupport.com) for more information, pictures and floorplans.



**TRAVEL TRAILER RENTALS**  
 Mid-May - End of September

United States  
 Air Force Academy  
 Outdoor Recreation Center  
 Bldg 5136

719-333-4753/4356

Mon, Tue, Thur, Fri | 8:30 am-5:30 pm  
 Wed | 8:30 am-12 pm  
 Sat | 8 am-3 pm  
 Closed Sundays and Holidays



*Find this brochure here*



**TRAVEL TRAILER RENTALS**  
**\*MID-MAY – END OF SEPTEMBER**

Prices:	Per Night	Fri-Mon	Holiday Weekend	Weekly
10' Tent Trailer	\$75	\$150	\$225	\$375
16' Scamp	\$100	\$200	\$300	\$500
20' Escape	\$125	\$250	\$375	\$625
23' Escape	\$150	\$300	\$450	\$750

\* Generator or Solar Panel highly recommended if site doesn't have electrical hook up. Generator will charge the battery and run 120V including outlets, air conditioning and/or microwave. Solar panel will only charge the battery which powers 12V operations, no a/c, outlets or microwave. Generators and solar panels are half price with camper rental.



**10' TENT TRAILER – REQUIRED:**  
**TRAILER CLASS, CLASS III RECEIVER**

Dry weight 600lbs. off road trailer with Thule cartop tent, tent sleeps two.



**16' SCAMP TRAILER – REQUIRED:**  
**TRAVEL TRAILER CLASS, CLASS III 2" RECEIVER, TOW CAPACITY 3000LBS.**

MGVW 3,500lbs, Dry Weight: 2,758lbs, Cargo Max 742. Dry camper does not require an electronic break controller. No bathroom. Sleeps 1-4 (2 adults). Table converts to bed, sofa converts to bunk beds. Interior Height 6'3". Kitchen: refrigerator, sink, propane stove top, 12 gallon fresh water tank. Air conditioning, heat. 2 propane tanks.



**20' ESCAPE (SIDE SLIDE) – REQUIRED:**  
**TRAILER CLASS, CLASS III RECEIVER, TOW CAPACITY 4,500LBS, INSTALLED ELECTRONIC BRAKE CONTROLLER**

MGVW 4,000lbs. Dry weight 2,915lbs. Tongue weight 340lbs. Queen bed, two twin bunks (top bunk max 125lbs), dinette converts to twin bed. AC/DC power. Kitchen: Dual operating refrigerator. Propane stove and microwave. Propane heat and air conditioning. Bathroom includes a sink, shower and toilet. Holding tanks: 20 gallon fresh, 30 gallon black water.



**23' ESCAPE (SIDE SLIDE) – REQUIRED:**  
**TRAILER CLASS, CLASS III RECEIVER, TOW CAPACITY 5,000 LBS AND INSTALLED ELECTRONIC BRAKE CONTROLLER**

MGVW 4,245lbs, Dry weight: 3,470lbs, Tongue weight: 540lbs. Queen bed, two full bunk beds (top bunk 125lbs max), sofa and dinette convert to twin beds. Kitchen: dual operating refrigerator, sink, propane stove and oven, microwave. Propane heat, air conditioning. 20 gallon fresh water, 30 gallon black water.



## BEFORE YOU TRAILER



### SAFETY CHAINS:

Always attach safety chains between your vehicle and your trailer. Cross them under the tongue of the trailer to help prevent the tongue from dropping (if the trailer should

separate from the hitch.) Leave enough slack in the chains so you can corner without the chains impeding movement of the trailer. Do not allow safety chains to drag on the ground.

**LOADING YOUR TRAILER:** By loading your trailer properly, you can enjoy a safer, more comfortable driving experience. Load your trailer to attain a 10-15% tongue weight. A good rule of thumb is to distribute 60% of the load over the front half of the trailer and evenly from side to side. Loads sitting either too far forward or too far back in the trailer can create unstable trailering conditions, such as trailer sway at highway speeds and during heavy braking. Once the trailer has been loaded and the weight is distributed properly, all cargo should be secured to prevent the load from shifting.

**SAFETY CHECKLIST:** Before starting out on a trip, double check the hitch and platform, the hitch nuts and bolts, mirror adjustments, safety chains and vehicle and trailer lights. Make sure that a sway control device is installed (if required) and that the device is working properly. Check tire pressure on both the tow vehicle and the trailer. If your trailer has electric brakes, test them by manually engaging the brake controller while the vehicle is moving slowly. Check to see that the breakaway switch (if available) is connected and functioning properly. Finally, make certain that all loads are secure.

## ON THE ROAD

**ACCELERATING/BRAKING:** The added weight of the trailer and cargo will cause your engine to work harder when accelerating. Avoid overworking your engine by applying gradual pressure on the accelerator. Allow your vehicle to safely reach a comfortable driving speed. Give yourself extra time and room when merging onto highways. Braking when pulling a trailer requires extra distance. Allow ample room to come to a safe stop. A good measure for determining a safe following distance is to allow one vehicle and trailer length between you and the vehicle ahead for every 10 mph of speed. When braking, use firm, steady pressure on the brake pedal. Abrupt application or “slamming” of the brakes can cause the trailer to jackknife, resulting in loss of vehicle control.

**CONTROLLING TRAILER SWAY:** Sway refers to instability of the trailer relative to the towing vehicle. Sway often results from improper weight distribution, excessive speed or overloading. Other factors that can cause sway are crosswinds, poor vehicle maintenance and road conditions. Trying to steer out of a sway will likely make it worse. Speed is a major contributor to trailer sway, so you need to slow the vehicle. Braking could lead to a jackknife or other loss of control.

### To Control Sway:

1. Hold the steering wheel as steady as possible.
2. Release the accelerator but do not touch the brake pedal.
3. Activate electric trailer brakes (if equipped) by hand, until the sway condition stops.
4. Use the vehicle brakes to come to a complete stop.

After, you should pull your vehicle to the side of the road and attempt to determine the cause of the instability. Check the cargo load for shifting and improper weight distribution. Check tire pressure on the tow vehicle and trailer and the condition of the suspension and shocks. If the sway was caused by strong winds, wait for the conditions to improve before continuing on your trip.

**CORNERING:** The turn radius of a trailer is typically much smaller than that of your vehicle, therefore, a trailer may hit soft shoulders, curbs, trees or other objects when making tight turns. Taking turns sharply can cause the trailer to strike against objects and damage the tow vehicle. When approaching a sharp corner, brake sooner than normal to reduce vehicle speed before entering the turn. Drive the vehicle slightly past the normal turning point and then firmly turn the steering wheel. By cornering at a wider angle, both vehicle and trailer should safely clear the inside of the turn.

**PASSING:** When passing, allow additional time and distance to safely pass the other vehicle. Signal your intention to pass well in advance and when re-entering the lane, make certain your trailer is clear of the vehicle you have passed. Never pass on hills or around curves.

**BACKING UP:** To successfully back up a trailer, place one hand at the six o'clock position on the steering wheel. To move the trailer to the left, move your hand to the left. To move the trailer to the right, move your hand to the right. Back up slowly and move the steering wheel in small increments to help maintain control. To assist in backing up, it is helpful to have someone outside the vehicle to guide you. Make certain you can see your spotter at all times.

**DRIVING ON GRADES:** Most vehicles have the power to handle steep grades, but trailering on steep grades makes your vehicle work harder. Before going down a steep incline, reduced your speed and shift into a lower gear. This provides “engine braking” and reduces the need to brake for long periods. When driving up a steep grade, shifting into a lower gear provides more torque to maintain speed and avoid lugging. Lugging occurs when the vehicle’s engine stutters because it needs to be in a lower gear. Crest the hill no faster than the speed at which you want to descend and in the gear you expect will require little braking. Pay attention to your temperature gauges for any signs of overheating.

**OVERHEATING:** Prolonged driving with overheated fluids can cause damage to your vehicle. If temperature gauges register abnormally high, if there is a marked decrease in power or if you hear unusual engine noises, immediately take the following steps:

1. Pull your vehicle to the side of the road and leave the engine running. Once stopped, shift into park (automatic transmission) or neutral (manual transmission) and apply the parking brakes.
2. Turn off the air conditioning and other accessories to reduce the load on the engine. Roll down windows and turn the heater on to maximum and the fan to its highest setting. The heater core provides a second cooling surface that can help reduce engine temperatures.
3. If you suspect that the overheating is a result of climbing a long steep grade, run the engine at fast idle (around 1,500rpm) until the temperature gauge registers a normal reading.
4. Examine your vehicle. With the vehicle in park or neutral, the parking brake engaged and being mindful of traffic, exit your vehicle. Look for steam or leaking coolant underneath the engine. If you see either of these, shut the engine off and allow engine to cool. To avoid being burned, do not attempt to remove the radiator cap until engine has cooled.

**PARKING ON GRADES:** Parking on steep grades with a trailer is not recommended. If you must, follow these procedures:

1. Apply the brakes and shift into neutral.
2. Block the trailer’s wheels on the downgrade side.
3. Release the brakes until the blocks absorb the load.
4. Apply the parking brake/shift into park.

### LEAVING YOUR PARKING SPOT:

1. Hold the brake pedal down and start the engine.
2. Shift into gear and release the parking brake.
3. Release brake and drive uphill slightly until free from the blocks.
4. Apply brakes and have someone retrieve the blocks.

## REQUIREMENTS:

- USAFA Travel Trailer Class Online (call to register).
- Vehicle inspection.
- Towing vehicle must be compatible with gross vehicle rating of travel trailer.
- Class III hitch with hitch height of 17-24”.
- Seven-pin electrical connection.
- Electronic brake controller for towing trailers over 3000lbs (Colorado Law) – 20’ and 23’ travel trailers.

## NOTES:

- Ball & Ball mounts provided by ORC.
- Air conditioning, microwave and outlets will only work with electrical hookup or with a generator.

## POLICIES:

- Customer responsible for cleaning camper prior to return.
- Customer provides own linens, and all kitchen supplies – pots and pans, dishware, utensils.
- Pets allowed in designated travel trailers only.
- Customer responsible for hair and stain removal.
- 250 cleaning fee if policy is violated.
- Smoking is prohibited in all travel trailers: \$250 cleaning fee if policy is violated.
- Customer responsible for personal insurance requirements.
- Customer responsible for any damages during rental period.
- Travel trailers must be returned in the same condition as issued.
- Customers must confirm personal vehicle towing capacity.
- Only use RV/Marine Toilet Tissue. \$250 fee if toilet clogged due to improper use.
- Customer must completely empty Grey and Black water tanks prior to return to USAFA.
  - Travel trailers will not be accepted if holding tanks are not empty. After inspection by ORC Employee customer may need to flush tanks again at USAFA FamCamp, off Stadium Drive. (Free dumping station.)

*Take it Outside*