



# The Trillium

February 2026  
Volume 54 Issue 1

Public Edition

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Eastern Ontario Breakfasts		
When	Where	Organizers
9:00 a.m. First Friday in each month until May	Thruway Restaurant 10432 ON-7 Carleton Place, ON	Hosts: <a href="#">Kerry &amp; Betty M.</a>
Registration		Deadline
Contact hosts to register		
Details		
We have restarted our monthly breakfast get-togethers for both current members and alumni of our Club. These fun sessions are held the first Friday of the month at 9:00 a.m. at the Thruway Restaurant in Carleton Place, ON. The last breakfast of the season is in May.		

Waterloo Brunch		
When	Where	Organizers
10:30 a.m.  Feb. 17 Mar. 17 Apr. 14	Dearborn Restaurant 105 Lexington Rd, Waterloo, ON	Host: <a href="#">Joyce W.</a>
Registration		Deadline
Contact host to register		One week prior to event
Details		

Eastern Shakedown		
When	Where	Organizers
May 8 - 10	Richmond Fairgrounds, Richmond, ON	Hosts: <a href="#">Lynn &amp; Rob D.</a>
Registration		Deadline
Contact hosts to register		
Details		
Western Shakedown		
When	Where	Organizers
May 8 -10	Wyoming, ON	Hosts: <a href="#">Jim &amp; Ena F.</a> <a href="#">Mark H. &amp; Lynn E.</a>
Registration		Deadline
TBA		
Details		

Spring Rally		
When	Where	Organizers
May 15 - 18	Drayton Agricultural Fairgrounds Drayton, ON	Hosts: <a href="#">Murray &amp; Glenda P. Ruth &amp; Bud G.</a>
Registration		Deadline
TBA		April 30, 2026
Details		
Region 2 Rally		
When	Where	Organizers
May 14 - 17	Pocono Raceway Infield, Long Pond, PA USA	
Registration		Deadline
<a href="#">Registration is open</a>		May 2, 2026
Details		
<b>Collides with OCAC Spring Rally</b>		

Labrador Adventure Caravan		
When	Where	Organizers
Late May to Mid June	Inland passage from Quebec to Labrador	Leaders: <a href="#">Pat &amp; Murray L.</a>
Registration		Deadline
Contact organizers to register		
Details		
<b>The caravan is currently full.</b> Contact the organizers to be put on a waiting list.		

Early Summer Rendezvous - Rolling Into the Hills of Mono		
When	Where	Organizers
June 19 - 21	Orangeville Fairgrounds	Hosts: <a href="#">Kim &amp; Jeannie E.</a> <a href="#">Caroline B. &amp; Patrick S.</a>
Registration		Deadline
TBA		
Details		
There's lots to do in the area: biking and hiking and, of course, restaurants. We have the hall booked which includes the washrooms. There will be entertainment on Saturday night.		

## Sampson State Park - Region 1 and Region 2 Joint Rally

When	Where	Organizers
July 30 - Aug. 3	Sampson State Park 6040-6144 NY 96A Romulus, NY USA	<a href="#">Gary R.</a>
Registration		Deadline
<a href="#">Registration is open</a>		July 14, or until all sites have been reserved
Details		
Full information is available on the <a href="#">registration form</a> .		

## 69th International Rally

When	Where	Organizers
Aug. 22 - 27	North Dakota State Fairgrounds Minot, ND USA	
Registration		Deadline
<a href="#">Registration is open</a>		
Details		
<p>THE LARGEST GATHERING OF AIRSTREAM OWNERS OF THE YEAR!</p> <p>Experience the Magic in Minot at the 69th Airstream Club International Rally August 22-27, 2026! The Airstream Club International Rally is the largest gathering of Airstream owners in the country each year! And this year we're headed to Minot (MY-not), North Dakota!</p>		

## Fall Rally and AGM

When	Where	Organizers
Sep. 11 - 14	Quinte's Isle Campark 237 Salmon Point Rd. Cherry Valley, ON K0K 1P0	Hosts: <a href="#">Helene T. &amp; Roch G.</a>
Registration		Deadline
Rally registration TBA Book campsite directly 613-476-6310		Aug. 27, 2026
Details		
Campsite availability is guaranteed until July 15.		

## Plowing Match, Beach, and Apple Caravan

When	Where	Organizers
Sep. 23 - 29	Saugeen Valley to Blue Mountains ON	Leaders: <a href="#">Kim &amp; Jeannie E.</a>
Registration		Deadline
Contact organizers register. <b>Check with organizers prior to booking campsites.</b>		
Details		
<p>This short caravan starts in the Saugeen Valley, just a short hop away from the International Plowing Match near Walkerton, and wraps up in the Blue Montains area. Check out nearby beaches and the Apple Pie Trail.</p> <p>This is an "open" caravan with no kitty fee; you can join in for all, or just some, of the stops. Guests with non-Airstream trailers are welcome. Caravaners are responsible for booking their own campsites.</p>		

Fall Rendezvous		
When	Where	Organizers
Oct. 2 - 4	Seaforth Agricultural Grounds 140 Duke St. Seaforth, ON N0O 1W0	Hosts: <a href="#">Kathy B. &amp; Gordon D.</a>
Registration		Deadline
TBA		September 17, 2026
Details		
True North Caravan 2027		
When	Where	Organizers
June 6 to July 20 <b>2027</b>	Northern Alberta to Northwest Territories, northern British Columbia, and the Yukon	Leaders: <a href="#">Pat &amp; Murray L.</a>
Registration		Deadline
Contact organizers to register		
Details		
<p><b>The caravan is currently full.</b> Contact the organizers to be put on a waiting list.</p> <p>Come see the great Canadian North - Northwest Territories, the Yukon and northern provinces in between. Truly a bucket list caravan.</p>		



70th International Rally		
When	Where	Organizers
2027	Rock Springs, WY USA	
Registration		Deadline
TBA		
Details		



Crazy Airstreamers brave December's nasty weather  
for the Waterloo Brunch

**Shakedown** – is a very informal gathering in the spring and gives us an opportunity to get together, renew friendships and make new ones, dust the cobwebs off our rigs and make sure everything is in good working order for the upcoming camping season. The weekend does not have club business meetings and will likely involve a potluck and casual get-togethers.

**Rendezvous** – another opportunity to get together and a little more structured than a Shakedown but again, it does not include club business meetings. Subject to the

Hosts' planning, it may include a potluck meal and other activities or events.

**Rally** – as well as getting together, a Rally goes one step further and includes some organized meals, entertainment and may also include training seminars and other activities. Our Club holds a yearly Spring and Fall Rally which involve a business meeting, and the Fall event is our Annual General Meeting.

### **Important Information For Booking Events in 2026**

As a result of consultations with Executive members, the registrars, and past hosts, there will be some changes to the booking procedure for Club Events.

1. There is a booking deadline beside each event that requires a registrar (rally and rendezvous). It is approximately two weeks prior to the start of the event. Exceptions will be at the discretion of the registrars and event hosts. Every effort will be made to open registration as early as possible.
2. Payment must be made by e-transfer or cheque. Cash will not be accepted. This is to ensure better financial tracking and accountability. Due to issues moving money across the border, American attendees may make separate arrangements with the registrar.
3. Any cancellation will result in a refund minus a \$10.00 fee to cover the increasing costs of bank fees. Please cancel right away if you cannot attend a booked event.



## President's Message

Lesley S.

We are well into the new year now and I am having thoughts about everything Airstream.

Someone pointed out to me that they were having ADD, Aluminum Deficiency Disorder. I think I have the same issue. Although some of you are still travelling in your silver twinkies, many of us are anxiously awaiting spring.

As the camping season approaches Leanne and I are planning our travels with the dates for our shakedown, rallies and rendezvous in mind.

We are also joining caravan leader Pat Leggatt and a very small group of intrepid travellers driving inland to Labrador immediately following the Spring Rally. As your president, I am planning to represent the Ontario club at the International Rally in Minot ND.

Leanne and I hope to see you at one, two or all of our 2026 Club events. The dates are set and the full schedule is in the events calendar.



Sole Member of the  
"Wally Byam Flotilla Club"



## New Members

Please welcome our newest OCAC members.

David M. & Ellen Z.  
2025 Flying Cloud 23

Al & Jean V.  
1994 Excella 30

Karen & John L.  
2023 Flying Cloud 25 FBT  
(Affiliate members)

David O & Bernadette L.  
2023 Rangeline 20

Kent & Rosalind L.  
1987 Sovereign 29

Jan B.  
2023 Flying Cloud Office Version 30

Ryan & Tania L.  
2015 Classic 30RBQ

New members are reminded to send in  
headshots (together with partner, if applicable)  
to the [directory editor, Steve A.](#)



Thanks Can-Am  
for all your  
support!

*The Towing Specialists*





## Exploring Scandinavia on a Motorhome Caravan

Theresa B.

For the month of June 2025, I had the opportunity to join a 29-day Scandinavian RV Caravan. It was definitely a bucket list trip! The company running the caravan, European Motorhome Tours, is the same company that is leading the 2026 Airstream Central Europe Caravan and ran a truly outstanding tour!

In total, we travelled 2,570 miles through northern Germany, Denmark, Sweden and Norway and back. We were 10 smallish motorhomes (20-26 feet in length) lead by our Wagonmaster (Thomas Grossmann – the company owner) and a Tailgunner in vans. There was a couple from B.C. and myself, as the Canadian contingent, and in the remaining eight RVs were couples from the US – mostly from California, Oregon, and Washington state.

The trip has so many highlights – castles, churches and medieval towns, beautiful countryside, incredible waterfalls and fjords, delicious meals, cosmopolitan cities, quaint villages and towns. Here's some of the highlights:

### **Germany**

The caravan started in Hamburg, Germany, where we had orientation, a group dinner and overnight in a hotel before picking up motorhomes the next day and traveling up to Flensburg, on the northern edge of Germany, for sightseeing and camping overnight. On our return trip we visited

Lubeck, a charming town founded in 1143 and toured the old town and the 15th century Hostentor fortified gate, and then had a lovely coffee and cake break at the Niederegger Café, makers of the famous marzipan.



RV Caravan – Kalmar, Sweden



## Denmark

Denmark is such a beautiful and orderly country – tidy towns and homes with beautifully maintained gardens, terrain that is generally flat with lovely countryside vistas. We visited Odense, the birthplace of Hans Christian Andersen, a fairy-tale city more than 1,000 years old. The tour of the Egeskov Castle (“Slot”) and grounds in southern Denmark was magical. This renaissance “slot” was completed in 1554 and included a moat, drawbridge, spectacular furnishings, artwork, and gardens.

We also spent a few days in Roskilde and Copenhagen. The fascinating Viking Ship Museum in Roskilde displays the five excavated Skuldelev Viking ship hulls, dates back 1,000 years. Roskilde was founded in 1020 and the extraordinary Cathedral is on the World Heritage List. The layers of history and the charming medieval town square and interpretation center were a definite highlight.

The downtown Copenhagen central “spine” is organized into five consecutive pedestrian “strands” (Stroget) and is less than a mile square in total – thus perfect to leisurely explore on foot. In addition, we took a local guided bus tour to explore additional neighbourhoods and sites including the Little Mermaid sculpture, the four Amalienborg palaces and museum (the residence of Queen Margrethe and family), the Christiansborg and Rosenborg castles, and the Kastellet Citadel – the city’s main fortress into the 18th century. And enjoyed lunch at a café in the 300 year old Nyhavn (New Harbor) neighbourhood with its 18th

century maritime atmosphere.

On the return trip we had a guided tour of Kronborg Castle (in Helsingør) – the setting for Shakespeare’s Hamlet, Prince of Denmark (called “Elsinore castle” in the play). It originated as a powerful fortress in the 1400s, and then was transformed into a magnificent Renaissance castle, unique in Europe.



Kronborg Castle – Helsingør, Denmark

## Sweden

For a country that we now think of as so egalitarian, Sweden has a royal family, and a long history of aristocracy living in spectacular castles dotted throughout the country including the Gripsholm Castle at Mariefred on the shores of Lake Malaren and the Kalmar Castle, a 12th century defence tower which evolved to be the “key to the Kingdom” as a defensive fortification on the Sweden/Denmark border.

We toured the Vasa Museum in Stockholm (the most visited museum in Scandinavia) to see the 1628 Vasa warship - the only remaining intact 17th century ship in the world. This warship was launched with much pomp and ceremony on August 10, 1628 and was intended to demonstrate the military strength of the ambitious Swedish king Gustav Aldolphus. However, due to poor design (it was top heavy and didn't have sufficient ballast in the hull), the ship took on water while still in the harbor and sunk. It remained in the brackish waters of the Stockholm harbour for 300 years until it was painstakingly excavated in 1961 largely intact and has been restored to its former glory. The scale of the ship is dramatic and the level of ornamentation is incredible.

We travelled through beautiful Swedish countryside and quaint towns, camped on the Baltic Sea, toured the famous Dala Horses woodcarving workshop in Nusnas, and explored the Kosta Boda glassworks factory in Glasriket (the Kingdom of Crystal). In southern Sweden, we enjoyed the Gamla Linköping Open-Air Museum which consists of 130 historic buildings

and exhibits, historic gardens and a rural Valla farm and nature reserve – highlighting how people lived in the 1800s to 1950s.



Vasa Museum – Stockholm, Sweden

## Norway

Norway is truly spectacular! I didn't really understand what fjords were until this trip. The whole country is basically mountains, waterfalls and valleys (where the towns/cities and/or rivers are). There are so many waterfalls that they almost became commonplace, yet every day we saw more exceptional breathtaking ones!



To simplify and speed up driving, Norway has the most amazing network of tunnels through the mountains. One day, I drove over 100 kms through a series of tunnels – one was 20 kms long and had a roundabout in the middle of it!

Norway is all about nature. We drove a fairy tale road through the Hardangervidda National Park and the fjords and waterfalls were so dramatic! And the spectacular Voringfossen waterfall and fjord felt truly prehistoric -- the power of unspoiled nature is almost overwhelming. The Hardangervidda is a vast mountain plateau and the Hardangerjokulen glacier is visible



Voringfossen fjord – Norway

along the road. In order to get to Flam and Bergen (on the west coast of Norway) we drove across the Hardangervidda plateau at 3000+ feet above sea level and literally next to the glacier. So while it was 20 C in Bergen, it was 3 C up on the plateau and strange to see snow nearby.

Once in Flam we camped for 2 days and enjoyed the full-day sightseeing tour “Norway-in-a-Nutshell” which takes you through breathtaking UNESCO-projected fjord and mountain scenery. First, we did a 3-hour fjord cruise, then a scenic bus tour to Voss and a lunch at a historic hotel. From there we road the vintage Flamsbana (railway) to view magnificent fjord landscape including numerous waterfalls and mountains.

We also spent some time in Bergen and Oslo (the largest cities in Norway). Bergen’s Old City provides insight into life in the 18th century and the funicular ride to the top of Mount Floyen provides a panoramic view of the city, harbour and sea.

A few days later we were in Oslo. A highlight for me was a guided walking tour of the Frogner Park, designed for the 212 extraordinary Gustav Vigeland bronze and granite sculptures, and the largest collection of roses in the country. Vigeland was a renowned Norway artist, and was also the designer of the Nobel Peace Prize medal.

The Oslo City Hall was another source of powerful large-scale artwork. The Main Hall gigantic murals from the 1930s and 40s depict the life of average Norwegians in the first half of the 20th century – including the Nazi occupation and subsequent liberation. It is in this hall that the Nobel Peace Prize is awarded each year.

All of the above are just highlights of the caravan experiences – I have so many more wonderful memories!

### **Driving Observations**

Driving was generally wonderful! Our tour company provided Garmin GPS tablets with our routes pre-programmed in English, so navigation was largely straightforward. Scandinavia loves roundabouts! In towns and the countryside, there were very few stoplights but so many roundabouts – one day I went through 8 roundabouts in 2 kms! Fortunately, Scandinavian drivers are very courteous and generally the speed limit was a 10-20 kms less than Ontario and people abided by it. And people drive in the right lane and only move to the left to pass. So overall I found driving peaceful.

There are some lengthy bridges across water as both Denmark and Sweden are archipelagos – the longest was 12 kms! And these bridges can be windy! I found my boxy motorhome to be more reactive to wind and drove a few of the bridges at 45-55 km/hour max.

### **Camping Observations**

Overwhelmingly the most common RV on the road was a small to midsize

motorhome. Mine was 20' and the people in my Caravan had various ones up to 26'. And I saw a few up to 28'. I did see some trailers (but no Airstreams) and they were being pulled by sedans or SUVs; I didn't see any trucks pulling.

The camp sites (called "pitches") were more basic. Generally, you parked on grass with electric hook-up only. You had similar space to a KOA site – but without any dividers/trees. There were designated places to fill your water tank and dump your gray water. To dump gray water, you just positioned your RV over a metal grate and pulled a lever and the water falls into the sewer below.



Flam, Norway



Generally, the campgrounds had good, even great, bathroom and shower facilities. All RV toilets have cassettes, which are pulled out from the outside of your RV, and wheeled over to a dumping room (think large funnel). Thus, you're dumping your cassette every few days. I never thought I'd miss my black tank and slinky, but I did!

Most campgrounds had some communal kitchen space with stoves, and microwaves, and sinks for you to wash dishes. Also, many campgrounds had restaurants and/or food trucks and offered fresh-baked bread each morning.

There were campgrounds in the suburbs of all the cities and reasonable public transit to get into the city core. And many of the sightseeing attractions along the way (historic towns, castles, churches, etc.) had parking lots specifically for motorhomes and vans. Not many could accommodate the length and manoeuvrability required for a trailer and tow vehicle.



Gudvangen fjord Cruise – Norway

### **So can I Airstream in Scandinavia?**

As some of you may know, my bucket list plan is to take my Airstream to Europe and travel there for 1-2 years. So everywhere I went in Scandinavia, I was checking to see whether my 25' Airstream plus my 16' SUV would fit?

I can manoeuvre the roundabouts. The traffic in Stockholm and Oslo could be intimidating (especially where they have construction), but doable. And I checked with a few campgrounds, and they can accommodate my length. And, as my vintage Airstream is only 8' wide, it meets the road width restrictions.

However, I don't think I'll be able to stop much along the way to visit tourist attractions. So I'll have to get settled in the campground and then venture forward. Given the "slow travel" approach I want to take, that will work.

Consequently, my European Airstreaming dream is still alive. I'm targeting either 2028 or 2029 – after my term as OCAC President is complete in 2027 and I've figured out all the logistics and the modifications required for the trip. I know I definitely want to spend more time in northern Sweden and Norway – the nature is just stunning!





## Airstream Misadventure #31

Steve A.

Destination, Fitzroy Provincial Park. We'd never been there, but it sounded nice.

Our campsite was on a loop in the lower campground. The kind lady at the counter said there were no one-way roads. Take the left just before the comfort station; if you miss that you could take the next left and go around the other way. What she neglected to mention was that the road into the campground was gravel and very steep. We'll come back to that later.

We shot right past the first entry thinking the comfort station was some kind of service building. We took the next left and headed counterclockwise around the loop.

Our site was on a sharp bend so we had to make a tight left turn and then back into the site. No problem (we thought); we've done this many, many times. We had enough momentum to carry us up the steep incline around the bend. We were

partially through the backup manoeuvre when our minivan got a little bit off the road. A woman ran out from the adjacent campsite and said they had recently trimmed out a lot of brush and to watch out for hidden stumps. Karen signalled that we needed to pull forward to straighten out. That's where the trouble began.

Being on a steep incline, the right wheel immediately started to spin in the gravel. Despite my gentle coaxing, I just couldn't get enough traction to move forward. Right, said I, we'll back up a bit and try again. As soon as I backed up a couple of inches we came up hard on one of the hidden stumps that our neighbour had warned us about.

Buckthorn is an invasive species first introduced to North America in the 1880s. It grows into a small tree up to 25 cm in diameter. I'm telling you this because the brush beside the road – the brush that was





hard against my driver side door – was about 90% Buckthorn. And it's nasty: long, sharp, unforgiving spines and dense limbs. I was wearing shorts and a T-shirt. It took some time, and much colourful language, to extricate myself from the vehicle without inducing a fatal laceration. [Note to self: keep a suit of armour on hand just in case we encounter this stuff again.]

We tried all the usual tricks to get the rig to move, but to no avail. The park Wardens stopped by to survey their blocked road and I learned that Wardens are not permitted, for liability reasons, to help get you out. They were able to provide next-to-useless advice (try rocking it – build a ramp over the stump – *etc.*), which I appreciated immensely. They said to call a tow truck, and that they would stop by in the morning to see if we were alright; it was about 3:00 in the afternoon.

The next step was, indeed, to call a tow truck. Our roadside assistance service was very good and they arranged for a tow to arrive. In about four hours. Crap.

I was crouched by the side of the car rooting through our emergency bucket looking for something that might help get us out of this pickle. Our friendly neighbour, Joanne, stopped by and said she wished there was something she could do to help.

I said “All I have is this tow strap. Do you have a winch?”.

She look thoughtful, and said “No. But I have a Jeep.”

(Pause for dramatic effect...)



Anyway, she brought her Jeep around and we made quick work of pulling the rig out. To say that Joanne was excited would be an understatement. She was absolutely thrilled that her Jeep, not the largest in the model line, was able to pull a rig with a combined weight of 11,000 lbs out of the ditch. (It's worth saying that the van had no shortage of power; it had a shortage of traction. As soon as we had five wheels pulling instead of one, the trailer came right out, no fuss, no muss.)

We still had to get into our campsite. The only way to do that was to go around the loop the other way and do a straight, flat, back-in. Joanne left us alone, but said that if we got stuck again, give her a shout.

And we got stuck again. The right turn from the aforementioned steep, gravel road, followed by another steep incline proved too much for our heroic minivan. Plenty of power, not enough traction.

Joanne came to the rescue once more and got us moving. After that we had no trouble getting into the site. The site, by the way, was one of the best we'd ever had: very isolated at the back and one side, lovely neighbour on the other.

As a "thank you", we bought her a tow strap in case she ever again had the opportunity to pull someone out. She was most appreciative.

We absolutely loved our minivan. It was the second we'd had and both had been absolutely fantastic tow vehicles. We resolved, after our adventure at Fitzroy, to upgrade to something with All Wheel Drive. This we have done. The next time we get stuck, we'll be *really, really, stuck*, and calling in the tow truck will seem a little more worthwhile.



The Trillium





## Recipes for the Road

Karen R.

Beginning with this issue of Trillium, we will be featuring an easy way to prepare delicious food that is tailored to the Airstream camping lifestyle. Recipes could be an Instant Pot or Air Fryer specialty, a shareable snack for Happy Hour, a vintage oven meal from your family archives, a microwavable dessert, a one-pot stovetop meal, an easy skillet dish, etc. Please email your favourite, tried-and-true camping recipe to Karen R. for inclusion in an upcoming issue.



### **Fish Boats on the BBQ**

by Karen R.

I have been making this dish for 20 years, ever since John's hunting buddies shared it. Even people who don't usually enjoy fish rave about this recipe. Making it on the barbeque keeps cooking odours outside the trailer, and there is no baking pan to wash. This recipe also can be baked in the oven at 400 degrees F. Serve with your choice of side dish — salad, coleslaw, steamed vegetables, rice, potato, etc.

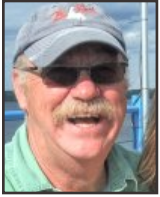
Heat barbeque to medium heat.

Make an aluminum foil boat with 1-inch sides and put one or two white-fleshed fish fillets in it. (We prefer fresh or thawed tilapia, haddock, or pickerel.)

Cover fish generously with your favourite salsa (we use medium tomato salsa).

Close the barbeque lid and bake for 10 to 15 minutes, or until the thickest part of the fillet starts to flake with a fork. Timing depends on thickness of the fish.

Add a generous layer of shredded cheese over the salsa (we prefer old cheddar) and bake for another few minutes until cheese melts and starts to brown.



## They're at the Post

John R.

You hear it at the start of a horse race, “They’re at the post”, and that is just where you start your camp site set up after you arrive. In this case, the post is the electrical power post. Before you hook up your Airstream to the electrical power you need to check to ensure that all is good and you will have safe reliable power supply.

A quick observation will tell you a lot about the condition of the post. Does it look in good condition? No melted or burned receptacle for example? If it does not look good, then it is a good idea to inform the campground staff that the power post is in need of some attention and ask if there is another site you can move to. I have had the campground electrician come and change out a burnt receptacle. This is rare and most staff will just say they will have someone look at it.

The next step, if everything looks in good order, is to test the power outlet for correct wiring. This can be easily achieved with some simple inexpensive tools. The first thing you will need is a standard outlet tester. You can get one from your local hardware store or Canadian Tire or Amazon for less than \$15.00.

I would suggest you get the one without the GFCI button as you do not want to push this button and have a GFCI trip. The GFCI may not always be accessible to allow for resetting.

To get this standard outlet tester to plug into the 30 Amp receptacle on the power post you will also need a 30-amp male to 15-amp female adapter. This adapter is made by Camco and can be purchased through Amazon for about \$11.00 or from your local RV dealer.





Once connected to the post the two amber lights should be lit up indicating all good. If not then time to report and find another site.

[Editor's note: My tester lights up green when OK, red otherwise.]

If you want to go a step further and see what the voltage is you can use a Habotest HT107B socket tester in place of the standard outlet tester. This tester can be purchased on Amazon for around \$20.00

The voltage should read between 110 and 120 Volts. Higher or lower voltage can cause damage to equipment in your Airstream like the AC unit. If all the tests pass, then you can safely plug in your RV shore power cord and you are off to the races to continue setting up your camp.





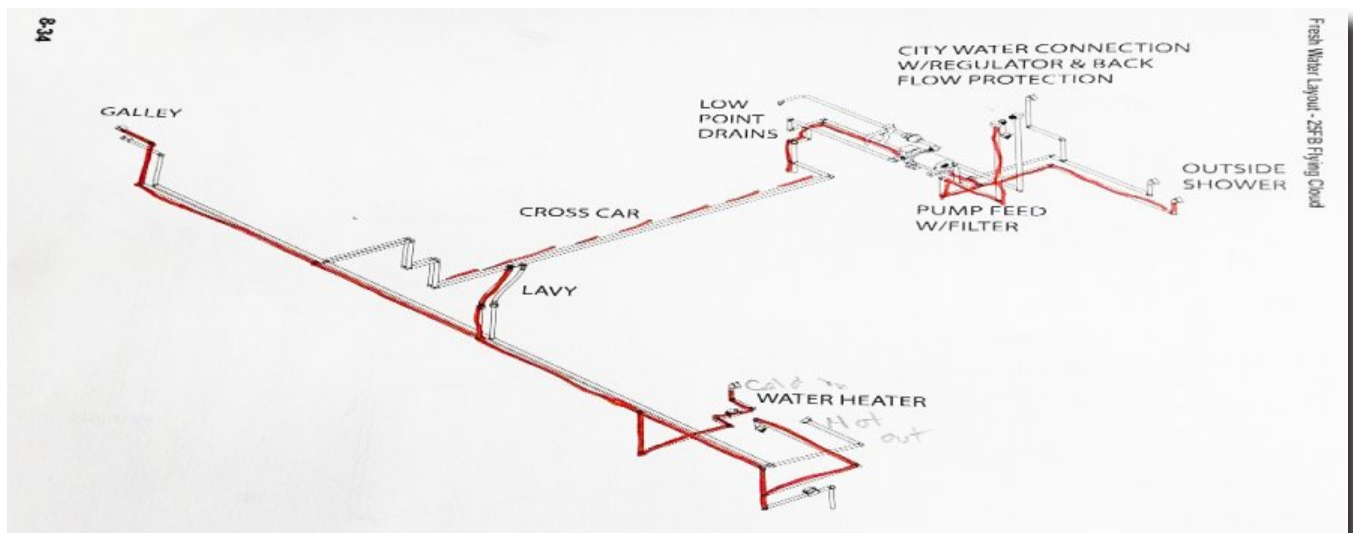
## Recirculating Water System

Walter B.

Many people have hot water supply issues with the new, stock, Girard on-demand hot water heater. This article describes options to address the on-demand shortcomings.

There are several workarounds to this issue:

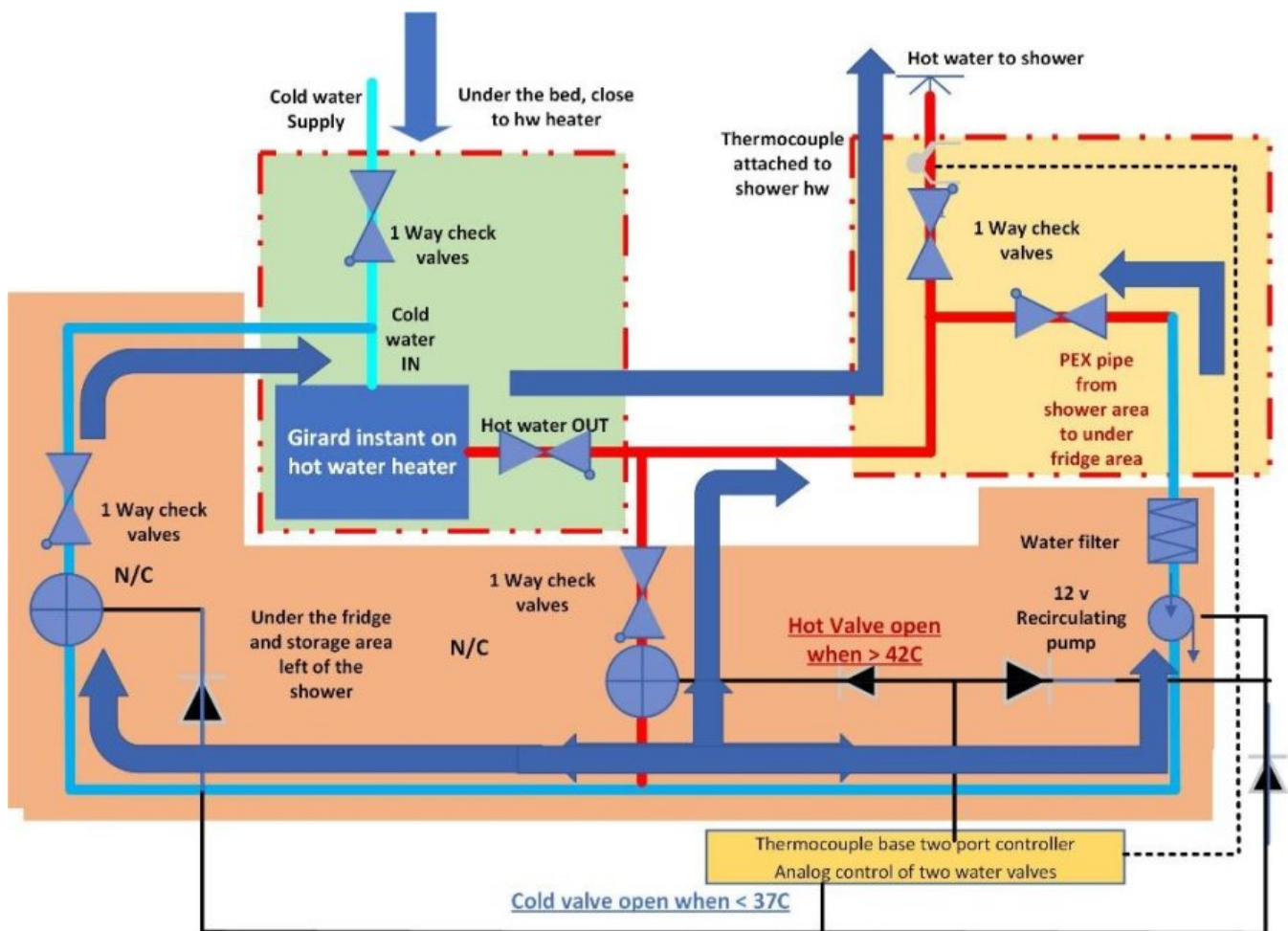
1. One solution is to turn down the heater control to 42 C and set the shower valve to full hot water. This way, the hottest water will be only 42 C which is fine for most people. Many people use this simple solution.
2. Some people will spend over \$3500 to get one of the mid-range TRUMA AquaGo comfort units by one of the select few dealers in North America. Note Truma will not install their high end AquaGo comfort PLUS Full Circulation system into any existing trailer. They will only sell these units to OEM (Original Equipment Manufacturers) and not dealers or end users. IMHO, this is too expensive a solution that does not implement a true return hot water system
3. I will now describe how to make your own Recirculating Pump system. The description below is designed for a 25' or 27' Flying Cloud or higher models from 2020 on. This design takes advantage of the raceway under the floor (from under the microwave to under the Fridge). Diagram is from the Airstream owner's manual.



This design requires comfort with and knowledge of both electrical wiring and plumbing PEX pipes. This system uses a set of pumps, 12 V control valves, temperature control modules and one-way water valves.

This system provides a feedback loop so that hot water is directed to the shower head and once it reaches a set temperature will loop back through the system to keep the pipes warm. This design is for the shower only and does not provide instant hot water to any other sink faucets. That is a more complex design that was not needed in my system in an existing trailer.

This is the schematic of the system:



- The blue box in the green area of the schematic on the left is the Girard water heater. The first step is to place one-way check valves on the input and output of the unit. Be sure to follow the correct water direction.

► From your favourite electronics store or Amazon, get two small [12 V DC Digital Temperature Controller Board -50 to 110 C with 10 A One-Channel Relay with LED Display](#).

▷ These two temperature controllers are shown in dark yellow in the schematic. They are mounted on a board that sits under the closet.

▷ The cold unit will open the return valve if the temperature is less than 37 C.

◊ The return water is directed to go to the water heater cold input side to be reheated.

◊ The check valves ensure it does not go back into the supply water.

▷ The two diodes ensure that the 12 V control power operates the 12 V Water valve and the 12 V pump.

▷ The warm unit will open the valve if the temperature is greater than 42 C.

◊ The return water is directed to go to the water heater hot output side.

◊ The check valves ensure it does not go back into the water heater.

◊ The two diodes ensure that the 12 V control power operates the 12 V Water valve and the 12 V pump.

► There needs to be a few degrees difference; this is called hysteresis so that the unit does not go into a bad loop and open both valves.





- Once the microwave and the back panel under the fridge are removed, one can see the channel under the floor. The first photo shows the raceway under the fridge. The second photo shows the other end of the raceway, under the microwave.



- Run two PEX pipes under the floor. One is spare for now. I applied standard 1/2" pipe insulation on the PEX pipes to keep them warm and retain the heat so the system would be more efficient. The area in yellow in the schematic is behind the shower valve. There is an access panel in the closet to access this area. I installed two one-way check valves, a PEX T and two thermocouples to this area. Using a thermal paste compound, I wrapped the two thermocouples around the PEX pipe to the shower head. The compound ensures that the temperature of the PEX pipe is directed to the thermocouples. This is to tell the temperature controllers what the current temperature is so that they can make decisions as listed above.





- For the dark orange area in the schematic, I made a board (in blue) to hold the PEX assembly to make it easier to install.



- I had to get a second pump to enable the return water flow. This goes to the heater input or the shower head as requested by one of the two temperature controllers.



- I then plumbed the rest in PEX tubing.
- I use “union valves” on the PEX pipes so that I can remove sensitive ports during the cold winter months. This allows me to remove the sensitive parts from the trailer and move them into a warm home for safe winter storage.

The system power is on a 12 V power switch. When we take a shower, we turn the switch on. Otherwise, it is off and no parasitic power is used.



## Sunshine Report

Lynn B.

WOW, it's already 2026. So far we have had a lot of snow fall. I'm writing this report from Florida; weather has not disappointed us.

It has been rather quiet lately. Just two Cards have been sent out:

A Sympathy card was sent out November 5th to Kate B. due to the passing of her mother.

Another Sympathy card was sent to Suzanne J. on Jan 19th due to the passing of her father.





## Community Services Update

### Project Linus - Julie R.

[Editor's note - No Linus update this month, but from a recent Trillium...]

Fall and winter are blanket knitting/crocheting season! I encourage you to keep those needles active in advance of the Spring Rally where we will accept your generous donations.

If you would like more information about Project Linus, please see the February 2025 Trillium or visit [projectlinuscanada.org](http://projectlinuscanada.org)

### Tabs 4 Kids Wheels - Rick A.

[Editor's note - Nothing new in the world of pop tabs, but keep collecting for pickup at the next rally.]