

ASCent

the journal of the Alberta Soaring Council

Spring 1998

1998 season opener news

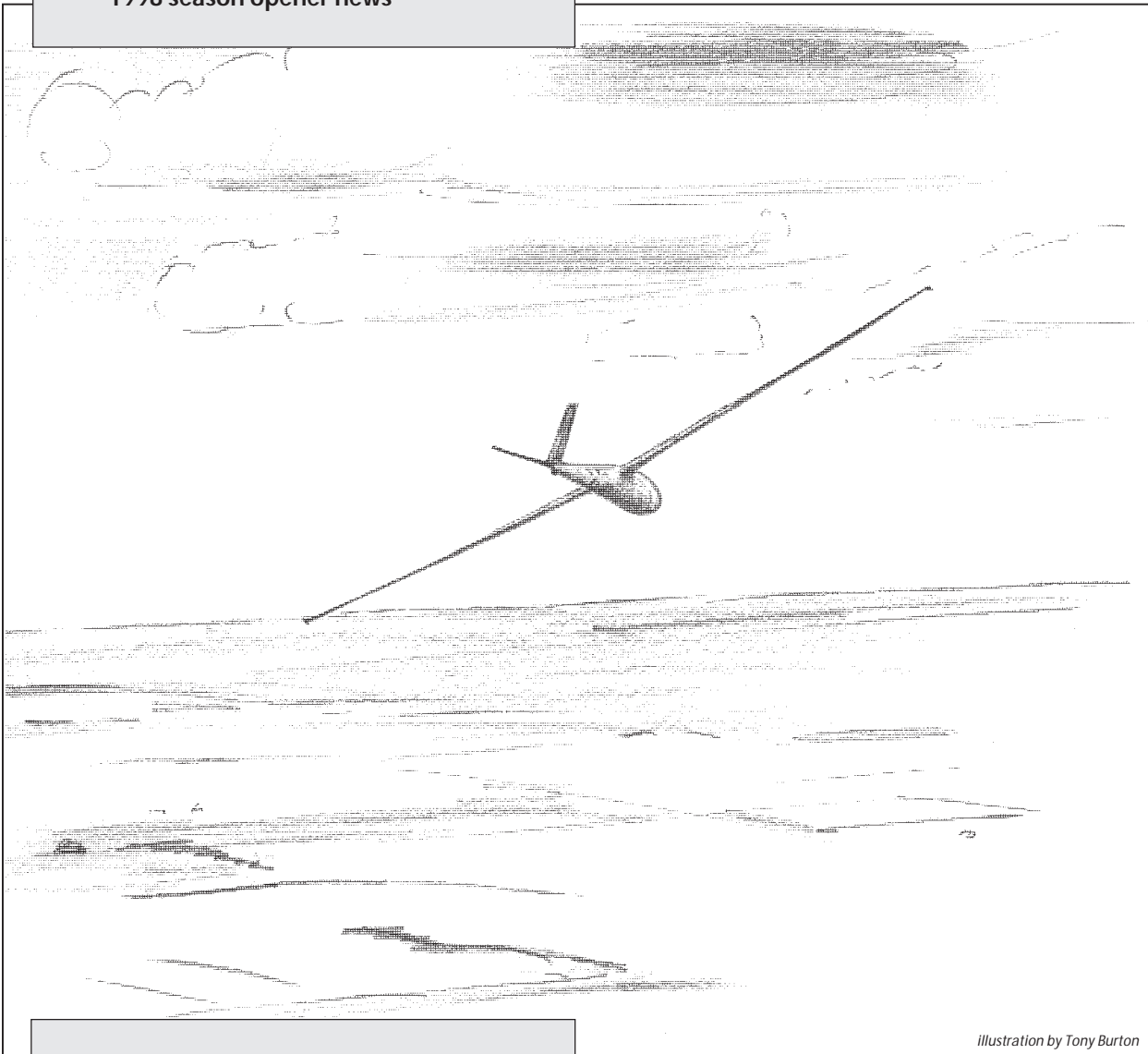


illustration by Tony Burton

- Good spring soaring seminar – *Todd Benko*
- Summary of ASC AGM minutes – *Ursula Wiese*
 - Details of major season events
- The Sport report – *Terry Southwood*

"HP-16 over the prairies"

Greetings to all soaring enthusiasts as we approach a new season. With so much poor flying weather last season and a winter season so greatly influenced by El Niño surely we have reason to hope for many good thermal days ahead. BUT, let's make sure we as individuals are ready to fly, not only for our spring checkflights but for every other flight we undertake. Instructors please note that when certifying the pilot's log the statement should read: "This is to certify that the skill requirement for glider ... (permit or licence) has been met", and shall include the date, the name, and the signature and licence number of the instructor. CARS 421.05 sec 1(b) and (d) refers.

I have recently heard from David McAsey updating the progress on the Barry Woods case. The Calgary police have informed him of the charges forwarded to the Attorney General's office. The case is now to be reviewed by a Crown prosecutor. Monthly payments undertaken by Woods are being submitted regularly (\$50).

Now that distances between clubs have been reduced due to the presence of Central Alberta Soaring Club, we should be able to generate more interest in the Boomerang trophy. How many times can it be won this year? Cu Nim and ESC — let's pick up some friendly rivalry here! Then there's Summer Cowley and the Provincial contest there. While we're thinking "contest", I extend wishes for success in the national competition to those Alberta pilots who will be competing.

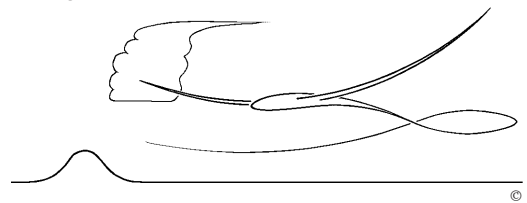
Despite the fact that we have the best thermal soaring in Canada I notice that we have very few badge claims showing up in *free flight*. How about including a Boomerang in a 300 kilometre badge flight? Reach out and take an active part in ASC events this season: a mountain camp, the Cowley summer and fall camps and the Provincial contest.

I have had a couple of conversations with the Air Cadet zone director for the north central region. He is eager that we find ways to work together to encourage the cadets to continue their flying experience into soaring. If you have any ideas how we might move in that direction please let me know. Let's all have a safe season of good flying. Safety is an attitude!

Jack Towers

ASCent

Spring 1998



editing and layout Tony Burton
proofreading Ursula Wiese

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Editor – Tony Burton, Box 1916, Claresholm, AB T0L 0T0,
tel/fax (403) 625-4563 email: free-flt@agt.net



Editor's notes

Welcome to a spring "mini-ASCent". It may not be big, but it's small, and it contains a few diamonds, so read closely. The annual reports of 1997, for those who are interested, are held by your club executive.

One of the things that I was very busy with in March was working with Walter Weir, the SAC badge chairman, and Jean Richard in Quebec, to revamp the SAC badge application form in both languages. The old form on two sides of a legal sheet is no more and the new one is two sides of two sheets of regular. There were two reasons for the change — the old form had no space to sign off on GPS data for badge flights, and the form had to be redesigned to allow pilots to access the form right out of their own computers.

By the time the season gets underway, all SAC documents of general interest (there are over twenty) will be stored on the new SAC web site <www.sac.ca>. Give it a visit.

Those not on the Internet will have to use the services of those that are, but at least now all SAC paperwork is instantly available AND free — and that includes my *Badge & Record Flying* guide for pilots and OOs. These files are opened with *Acrobat Reader*, a freeware application available from <www.adobe.com>. It's almost a standard now for document transmission.

The spring (late winter actually) soaring seminar a super success

Todd Benko, Central Alberta Soaring CFI

The annual ASC safety seminar was held on March 7 at the Red Deer Flying Club. Although the day started out with travel through what would be the start of the Alberta snow season, 26 people did complete the journey for the occasion. I think the mild winter left most pilots across the province looking to the sky and thinking that, with these dry conditions, they could still be flying. A great benefit of such a winter is that the desire for the sky stays fresh in our minds, and we try to keep an active mindset on our soaring skills. However, not even the best of pilots remembers all the critical aspects of a soaring flight at the start of the season. The topics for discussion this year were selected by the various club CFIs to raise awareness and promote discussion.

I started the seminar off with “Off-field Landings”. The landout is probably the most worrisome situation envisaged by the new pilot, perhaps because it is not a daily flying event and not practised. It was agreed that the most important aspect of the off-field landing was the preparation. The discussion covered field selection, decisions for the approach, details after the landing and problems any landout pilot may encounter. All decisions for an uneventful off-field landing require proper timing and preparation. Preparation starts even before you get into the glider since on every launch you take, there is a chance it could result in an off-field landing. The stress level and safety of the first cross-country attempt is considerably improved if the pilot assumes that an off-field landing *will* occur — in-flight planning for it is then more “orderly”.

Mike Glatiotis began his presentation on “Mountain Soaring” by proceeding to inform everyone that landing out is *not* an option in mountain soaring. He captivated the crowd with a wide array of photographs of mountain scenes usually only imagined. Flying in the mountains is very challenging with the requirement for a large change in flying attitude. The varying contrast of the topography usually results in an abundance of thermals and soaring energy. However, the options for an “out” must be well-planned as not many exist. The option of an outlanding is not an option at all. The mountain sights and conditions can far exceed those which you can imagine.

Lunch was followed with a “Micrometeorology” pres-

entation by Tony Burton. Although the room was warm at this point and eyes were heavy, most people accomplished their goal of listening to the experience and knowledge that Tony presented. Thermals are micro-scale meteorology and are the primary source of energy which allows us to soar without the need of a noisy engine. Understanding just where and why a thermal starts can provide the save to the pilot who is out on the road and looking at the possibility of an outlanding. Tony described examples of cross-country flights he has done locally where a close examination of the topography and nature of the surface on a dying day resulted in diversion to areas of most likely thermal generation and the completion of the tasks.

Tony then briefly mentioned a few items on Sporting Code changes and how he is currently working with the IGC committee on rewriting the Code. Discussion continued with a brief mention of the SAC AGM conference.

Terry Southwood took a few moments to acknowledge and present certificates to three of the new 1998 Alberta Soaring Team members: Mike Glatiotis, Todd Benko and Tony Burton.

A quick coffee break was followed by Hugh McColeman discussing “Dangers associated with low approaches”. After all his years of flying, Hugh admitted he can still get caught by conditions and suffer the result of a low approach. Such conditions need careful attention to the situation and critical decisions to act upon. Discussion of the topic revealed that this is a broad subject and that further discussion and seminars could be researched and planned.

The afternoon ended with a group completion of the Transport Canada Self-paced Currency Questionnaire. Discussion aided answering the questions which were more relevant to IFR power pilots.

In all, everyone found the day to be most informative and enlightening. Many thanks to the presenters who took time to share their knowledge. Thanks to those who came and supported the seminar. I would put out a challenge to all who attended to tell their club members how the seminar was and set a goal of 50% attendance of each clubs active flying membership to next year’s event. ❁

Annual general meeting

7 February – Nisku

Ursula Wiese – ASC past secretary

President David McAsey welcomed everybody; it was a very good turnout for the second year in a row and it was gratifying to receive such support. A quorum (34 members) was present.

Tony offered special thanks to David for his tireless work on dealing with the nightmare of the theft, the police, banking, travelling, and many other errands. David deserves our thanks for doing his best.

Thanks to Gerald Ince who offered to do the financial statements for 1997. He only got the information in late December and had to finish them during a very busy time in his real job. We are grateful for his help.

David than offered thanks to Ursula for her 10 years of work as the association's secretary with the note that she definitely will not let her name stand again. A fine bouquet of flowers rounded the ceremony.

Motion by Al Sunley, seconded Mike Crowe "to ratify the Minutes of the '97 annual general meeting as distributed and published in ASCent 1/97."
unanimous

The '97 executive and chairmen reports were distributed. Time was given to read the reports and the president invited comments or questions.

The Alberta Soaring Ladder was tried first in 1997. It encourages participation in cross country flying across the province, from club to club. Terry said "let me trumpet your achievements throughout the year."

Towplane report shows the need for PCK's upkeep. President thanked Mike for an excellent analysis. Questions from the floor were raised on assumptions and resulting cost.

Motion by Dave Mercer, seconded Randy Blackwell "to ratify the '97 executive and committee reports."
unanimous

1997 Financial statement The statement was reviewed. A donation of \$3000 (received in Jan '98) is to be allocated to "towplane and engine replacement fund" by request. Randy Blackwell asked whether the remaining funds from the Grob sale were considered gone or are still an outstanding liability. *It is the under-*

standing of the executive that these funds are still a liability to CLSC. All other explanations are in "Notes to Financial Statement".

Motion by Al Sunley, seconded Mike Crowe "to approve the two examiners of the ASC financial statements, Al Hoar and Tony Burton". (They saw that the statements fairly reflected the activities of ASC, they did not audit the statements.)
unanimous

Motion by Dave Mercer, seconded Klaus Stachow "to approve the 1997 financial report".
unanimous

Jack Towers offered a vote of appreciation for a very difficult job of producing the professional financial statements. The time constraints for Gerald Ince since December had been serious as major transactions in his paying job had to take precedent.

Finance Board The president explained the structure of the newly created Finance Board. The flow-through of SAC fees and aircraft insurance fees is not yet finalized. Chartered banks were unable to assist in a *practical* way to transfer funds under the guidelines we wished. New ideas will be pursued by the Treasurer and Exec Director. Members of the Finance Board, Dick DeJong (ESC) and Gerald Ince (Cu Nim) were appointed by the president. He stated that input from the clubs had been sought prior to this appointment. Both Dick and Gerald are professionals in financial matters.

Motion by Bruce Hea, seconded John Mulder "that the structure of the Finance Board as presented be ratified".
unanimous

Motion by John Mulder, seconded Dave Mercer "re bylaw 2-4, that John Barry Woods, elected treasurer in 1997, be expelled from ASC membership for his theft of ASC funds".
unanimous

Budget The president explained that the increased remuneration for the Executive Director was an executive decision. It had decreased voluntarily over the past three years with decreased Foundation funding. As of 1998, the responsibilities and workload have increased for this position to help reduce time sensitive and extensive work on executive members. We also hope to recruit officers a bit easier. Therefore the executive have decided on an increased remuneration.

The spreadsheet in the ASC "Bible" shows detailed spending budgeted for the various programs. The *Team*

Squad honorarium will be cut for 1998. Certificates for performance may replace the honorarium for 1998.

Income described as "member self-supported expenses" was questioned by Mike Glatiotis; he pointed out that this was an unusual way of budgeting revenues. Tony Burton said this was an artifact of the prior constraints on fund use and can be eliminated in the future.

For 1998 at least, travel and accommodation cost are curtailed to build up funds for the towplane.

Motion by Al Sunley, seconded Gary Hillman
"to approve the budget for 1998 as presented".
1 abstention, carried

Retirement of chairmen Mike Crowe, Chief TP and Bruce Friesen, Trophies are retiring. The new executive will be charged with filling these positions.

Motion by Al Hoar, seconded Al Sunley
"to ratify the actions of the executive for 1997".
unanimous

New Business

Air Cadet League Bram Tilroe reported that in 1997 the air cadets made 180 flights in Cowley. Last year's letter to ACL requesting a waiver was not answered. A second letter will be sent stating that ASC will be pleased to allow the squadron to use Cowley airfield. However, since we have the responsibility as operators, a waiver must be received by us before further use of Cowley airfield by the air cadets is granted. Besides the liability question, this helps to ensure that flying from the airfield is done when the runways can handle the traffic and that we are "automatically" informed of their flying. Bram will give the appropriate names and addresses so that our letters will be answered.

CASC president John Mulder has agreed to sign a waiver. We have learned that all their licensed pilots are members of SAC. Since CASC is the only club with members not belonging to SAC, ASC is asking for this document to be signed annually.

Airspace Terry is carrying the ball in airspace interest for Cu Nim since NavCan took control. In 1996, NavCan took over the TCA, and C class expansions seem to be the goal. He has attended many meetings, offered proposals in an effort to solve the airspace problem around Black Diamond. On Tuesday, 10 February, the latest structure changes will be discussed, but class C airspace will remain.

ASC membership fees The first year of introduction of these fees was difficult for both parties: (a) club treasurers may not have understood the new require-

ments, or forgot submission, and (b) secretary for sorting through incomplete submission, followed by reminders and statements. The secretary suggested that names in all member categories be submitted by clubs at any time during the year, and at season's end a list of all the names received will be mailed to the clubs with a one-time bill of \$1 for each name. Reimbursement \$1 each by ASC will follow promptly. We hope that this will simplify the paperwork substantially.

C-GPCK prices Based on the new cost analysis, the following charges have been set for 1998:

\$20	tow ticket to 2000 feet
\$9	additional 1000 foot tow
\$75	dry hourly rate for club use
\$55	hourly rate for conversion training

Motion by Al Sunley, seconded Andrew Jackson
"to accept the recommendations of the towplane committee for 1998".
3 opposed, 2 abstained - carried

Ferrying PCK for club use The cost to a club for ferrying in PCK for club use is 1 hour of the dry rate. Exception to this rule is if PCK is no longer needed/wanted by a club who cannot offer storage, PCK be ferried back to CASC free of charge. CASC is, at this time, considered the storage base for PCK. There is no charge ferrying to an ASC event.

Motion by Terry Southwood, seconded Al Sunley
"to accept the ferrying charges as presented" *carried*

Cowley fees Based on annual cost of clean up and staging camp, and 70 pilots registered for the summer and fall camps, the registration fee of \$10 is adequate to break-even to cover these costs. Camping fees were suggested at the November meeting in an effort to keep Cowley self-supporting. This would require an additional volunteer in an atmosphere that barely finds more than one sales person (tickets, registration) during the camp. It was the overwhelming view of those present that fees should remain as they were.

TOWPILOT WANTED

free trip to lovely Brandon, Manitoba

The Winnipeg Gliding Club has asked ASC for the use of the ASC towplane at the Nationals.

*Is there a towpilot in Alberta who would like to ferry PCK to the Nationals and tow?
Please contact Tony Burton for details.*

Provincial contest Alternate contest sites are Chipman and Black Diamond. Black Diamond would host the contest in 1998. Unfortunately, the current and unresolved airspace problems would interfere in Black Diamond. Terry Southwood suggested moving the contest to the Cowley summer camp, to be held over at least three days midweek. Concern for this venue in the past have been inadequate level of safety and the concentrated takeoffs would get in the way of fun flying. Positive points are that all the infrastructure and pilots are in place and that three days of scoring can be achieved. It could be a welcome contest for the distant pilots from CLSC. We can make the contest as user friendly as possible, as a low key fun contest, team flying by different pilots with club two-seaters.

SAC instructors course Terry reported that in 1998 only Alberta or Saskatchewan were contenders. The Vancouver club still faces an uncertain future for their airfield, and Winnipeg will be hosting the '98 Nationals. The SAC safety committee will meet in one week. Terry expects that the safety procedures and organization of large events (Nationals, Cowley camps) will be reviewed. *see events calendar for chosen location*

Mountain Soaring Camp It seems that the new operators in Invermere may charge a rather high (commercial) fee for their towing operation. Uwe Kleinhempel still offers his Citabria for towing out of Golden. PCK could be made available provided an ASC event is organized (see basic requirements in plan 4.03 of the "bible") and the executive can give its blessing to this venture. Mike Glatiotis is willing to look into a possible event taking place. *see calendar for chosen date*

Election of Officers John Mulder had received nominations for various positions. Tony Burton was asked to be facilitator of the election (Al Sunley helped).

Secretary John Mulder, CASC
proposed by Rob Van der Velden, seconded Todd Benko
no further nominations received *elected by acclamation*

Treasurer Al Hoar, Cu Nim
proposed by David McAsey, seconded T. Southwood
no further nominations received *elected by acclamation*

Al stated that he had no experience in bookkeeping or financial statement work. But with the help of Gerald and Dick on the Finance Board and Tony doing the bookkeeping, he would like to help where he could.

Vice-President David McAsey, Cu Nim
This is the position held by the SAC Alberta Zone Director. Nominations from at least one club must be received by 31 January in the SAC National office, otherwise a nomination from the floor at the SAC

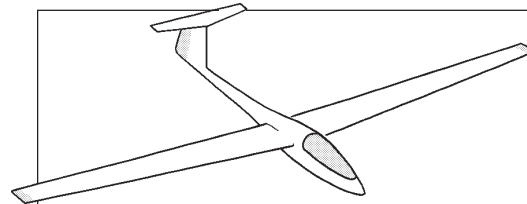
AGM will determine the new Alberta Zone Director. CASC had nominated David McAsey. If no further nominations have been received by the National office, he will have the job.

Affirmation of SAC Alberta Zone Director as ASC Vice-President:
proposed by George Dunbar, seconded T. Southwood
unanimous

President: Jack Towers, ESC
proposed by Thomas Schollie, seconded Jerry Mulder
no further nominations received *elected by acclamation*

Jack stated that he felt only somewhat comfortable to take on this task, but saw great help offered from all and continuity in the Executive Director position.

Motion by Al Sunley, seconded Randy Blackwell
"to adjourn". *carried*



Major ASC event dates/places

Cu Nim X-C week Black Dia. 3-11 May

Columbia Valley Soaring Camp is planned from
May 30 – Jun 7, Golden, BC.

The camp is intended to provide a mountain flying opportunity for licensed pilots. Participating pilots are responsible for their own accommodation, either in hotels or municipal campground, but an application for camping at the airfield is before the town council. Tow costs are expected to be \$35. Please register your intention of joining the camp ASAP with Mike Glatiotis (mglatit@cadvision.com or 282-6121) so extra tow capacity can be organized if numbers warrant.

National Contest Brandon 5-16 July

Details in next *free flight*. There are funds available to support Alberta pilots going to the Nationals. Please contact Tony Burton ASAP if you are going so that budgeting can be done.

ESC XC/student training Chipman 7-18 July

Cowley Summer Camp 26 July - 4 Aug

Provincial contest Cowley 28-30 July

See details on page 7

Cowley Fall Camp 6-13 October

The Sport Report

Terry Southwood, ASC Sporting Chairman

Team Squad The pilots who have been selected to the Alberta Team squad for 1998 are:

- | | |
|------------------|------------------|
| 1 Tony Burton | 5 Ken Freeland |
| 2 Bruce Friesen | 6 Al Hoar |
| 3 Buzz Burwash | 7 Todd Benko |
| 4 Mike Glatiotis | 8 Walter Mueller |

In lieu of an honorarium this year, team members were awarded a very spiffy and humorous certificate courtesy of Tony Burton. Special congratulations to Ken and Al for their performance last year as keen new cross-country pilots. And best wishes for success to Todd and Walter on their enthusiastic leadership of XC activity in their respective clubs. Finally, a bouquet to Tony Burton, who is the only pilot chosen to the Alberta Team Squad in every year since its inception! This is a remarkable achievement that reflects the huge and consistent ability that Tony brings to cross-country soaring. Well done, my friend!

Soaring Ladder In its first year, the Alberta Soaring Ladder attracted to its ranks 15 pilots including five novices. This season, I would love to see double that number at least. And I am asking Walter, Todd, and the Cold Lake CFI (whoever it may be) to encourage participation in each of your clubs. Remember, you can claim any flight that gives you a gain of height or takes you cross-country. Just make sure you get your CFI's approval to do so! Better yet, take him along for the ride, since students too are eligible. It's a lot of fun and there is no obligation to win a trophy. But if you do, here are some of the choices available.

Provincial contest Cu Nim will host the Provincials this year but, because of airspace restrictions at Black Diamond, will run the contest during the summer camp at Cowley. The plan now is to set aside three days mid-week (about 28-30 July) and encourage the participation of everyone. Coaching and safety seminars will be set up to help pilots who are new to contest flying.

There will be a Sports class and a Novice class, the latter set up especially (but not exclusively) for two seaters. This class will be allowed to use some close-in turnpoints to hopefully eliminate any chance of landing out. Task times for the Novice class will typically be half that of the Sports class to reduce the dreaded peril of "Blanik-but". Otherwise the two classes will be scored together on a simple handicapped basis.

This will be a very low key contest with the emphasis on safety, learning, and having a lot of fun. I hope you plan to join us.

Trophies The following trophies were awarded for the best flights in 1997:

Carling Trophy Tony Burton
best flight of the year 542 km
Black Diamond/Cowley/
Coutts/return

McLaughlin Trophy Tony Burton
best 5 flights of the year a total of 1780 km

Boomerang Trophy Mike Glatiotis
an interclub flight 340 km – Black Diamond/
Radium via Mt. Assiniboine/
Golden/Invermere

XC-100 Trophy Ken Freeland
best novice XC flight 168 – Chipman/St. Michael/
Vegreville/Duvernay bridge/
and return

Club category records In the next *free flight* you will see details of this new category of records designed for owners of "mid-performance" gliders having handicaps of 1.00 or greater. The whole idea is to provide another venue for recognition of cross-country achievement with the added bonus that a lot more pilots have a chance to get SAC record certificates and their names into Ursula's *Book of the Best* records history because the flight performance itself is also handicapped. That will put Ka6s on a more even footing with ASW-15s. Let's get this record column filled up with Alberta pilots — just don't claim if the average speed was below V_{stall} or the distance was from a straight-out glide — you don't want people snickering at you, after all!

The point I wish to emphasize is that any decent cross-country flight by a Club category glider in this very decent soaring part of Canada will qualify as a record this spring if you are quick off the mark, and if you plan for it. As far as the flight preparation itself goes, the only major difference from a badge flight is that the turnpoint camera must itself be sealed to the camera mount. Give it some thought, and have a talk with your OO. ✨

A couple of interesting soaring dates are coming up in the future. First, the International Gliding Commission is going to have its next (March 1999) meeting in Seattle rather than the usual Paris venue, and the USA is bidding for the 2003 World Gliding Championships with Ephrata, WA as the locale. Tony



Copy this and hang it by your phone.

ASC EXECUTIVE

President	Jack Towers	<i>jajoto@planet.eon.net</i>
	269 Burton Road	H 430-7044
	Edmonton, AB T6R 1P5	
Vice President	David McAsey	<i>mprsoar@agt.net</i>
	47 - 2300 Oakmoor Dr SW	H 281-7962
	Calgary, AB T2V 4N7	B & F 281-0589
Treasurer	Alan Hoar	<i>hoarra@cadvision.com</i>
	6316 Dalsby Road NW	H 288-7205
	Calgary, AB T3A 1M8	
Secretary	John Mulder	<i>jamulder@telusplanet.net</i>
	141 Bergen Crescent NW	H 730-4449
	Calgary, AB T3K 1J2	B 216-4051
Exec Director	Tony Burton	<i>free-flt@agt.net</i>
	Box 1916	B, H & fax
	Claresholm, AB TOL 0T0	625-4563
Sportsfund	David McAsey – address above (send in the form letter with your donation)	

CLUB PRESIDENTS

The Council for ASC is comprised of the members of the executive and the president (or his appointee) of each of the member clubs. The club presidents are:

Central Alberta	John Mulder	
	141 Bergen Crescent NW	H 730-4449
	Calgary, AB T3K 1J2	
Cold Lake	Doug Stroud	<i>dstroud@telusplanet.net</i>
	Box 4517, Stn. Forces	H 594-4862
	Cold Lake, AB T9M 2C2	
Cu Nim	Mike Glatiotis	<i>mglatit@cadvision.com</i>
	2839 – 23A Street NW	H 282-6121
	Calgary, AB T2M 3Y6	
ESC	Mike Freeland	
	13611 – 102 Avenue	H 453-3086
	Edmonton, AB T5N 0N9	
Grande Prairie	David Olsen	<i>opusav@telusplanet.net</i>
	10226 – 112 Avenue	H 532-0435
	Grande Prairie, AB T8V 1V8	

COMMITTEE CHAIRMEN

Archives	Ursula Wiese	<i>free-flt@agt.net</i>
	Box 1916	B, H & fax
	Claresholm, AB TOL 0T0	625-4563
ASCent editor	Tony Burton	<i>free-flt@agt.net</i>
	Box 1916	B, H & fax
	Claresholm, AB TOL 0T0	625-4563
Cowley Developm't	Lee Coates	<i>coatesl@cadvision.com</i>
	2216 – 32 Street SW	H 242-3056
	Calgary, AB T3E 2R5	B 287-0144
Equipment	Tony Burton	<i>free-flt@agt.net</i>
	Box 1916	B, H & fax
	Claresholm, AB TOL 0T0	625-4563
Safety	Dave Fowlow	
	3527 Button Road NW	H 289-9477
	Calgary, AB T2L 1M9	B 974-7541
Sporting	Terry Southwood	
	24 Hyler Place SW	H 255-4667
	Calgary, AB T2V 3G6	
Towplane	Tom Schollie	
	77 McCullough Crescent	H 343-0481
	Red Deer, AB T4R 1S5	
Trophies	Terry Southwood	
	24 Hyler Place SW	H 255-4667
	Calgary, AB T2V 3G6	

PROVINCIAL COACHES

Flight Training	Terry Southwood	
	24 Hyler Place SW	
	Calgary, AB T2V 3G6	H 255-4667
Official Observer	Tony Burton	<i>free-flt@agt.net</i>
	Box 1916	
	Claresholm, AB TOL 0T0	H 625-4563