

# SHACKNEWS

## HIGHVELD AMATEUR RADIO CLUB

PO Box 1111, Bedfordview, 2008

May 2005

Website [www.qsl.net/zs6hvb/](http://www.qsl.net/zs6hvb/) e-mail [zs6bfl@telkomsa.net](mailto:zs6bfl@telkomsa.net)



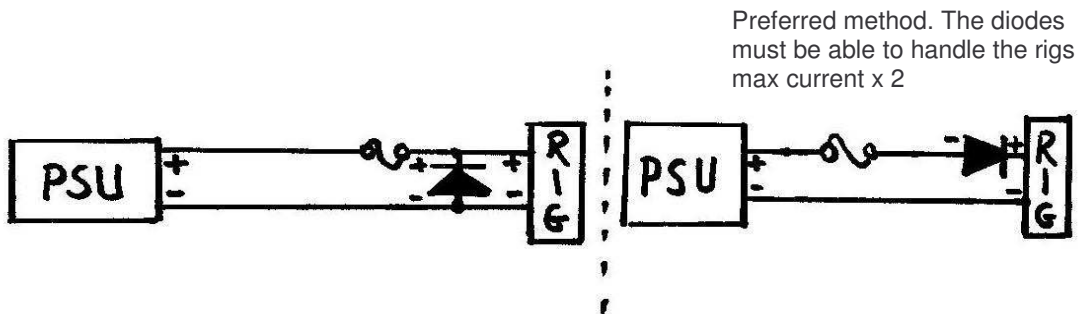
### COMMITTEE

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QSL Manager:	Reg Hartsliet	ZS6ALH	011-902-1432

Sunday morning BULLETINS - 145.7875 MHz & 7062 KHz @ ±08h45.

### COMMUNICATION IS THE NAME OF THE GAME

**Meeting.** The discussion went around the protection of a rig against the accidental reversal of polarity when connecting to a PSU or battery. It seems that new equipment on the market these days does not have a reverse polarity diode for protection as discovered by one of the members. Expensive mistake.



**SSC meeting.** This was held at the qth of Tom and Yvonne. Good turn out which enabled all to see what Ton's workshop/shack looks like. Very impressive. Thanks to you both and to all the others who provided additional refreshments. The next get together on Saturday 11<sup>th</sup> June, is at the qth of OM Tom, ZR6SWL. Map on the last page. Backstop will be at Norman's qth. Details on last page.

---oooOOOooo---

A woman walked into the kitchen to find her husband stalking around with a fly swatter. "What are you doing?" She asked.  
"Hunting Flies" He responded. "Oh. Killing any?" She asked.  
"Yep, 3 males, 2 Females," he replied.  
Intrigued, she asked. "How can you tell?"  
He responded, "3 were on a beer can, 2 were on the phone."

---oooOOOooo---

### **Can the lead-acid battery compete in modern times?**

The answer is YES. Lead-acid is the oldest rechargeable battery in existence. It has retained a market share in applications where newer battery chemistries would either be too expensive or the upkeep would be too demanding. There are simply no cost-effective alternatives for such applications as wheelchairs, scooters, golf carts, people movers and UPS systems.

Invented by the French physician Gaston Planté in 1859, lead-acid was the first rechargeable battery for commercial use. Today, the flooded lead-acid battery holds a domineering position in automobiles, forklifts and large uninterruptible power supply (UPS) systems.

During the mid 1970s, researchers developed a maintenance-free lead-acid battery that could operate in any position. The liquid electrolyte was transformed into moistened separators and the enclosure was sealed. Safety valves were added to allow venting of gas during charge and discharge.

Driven by different market needs, two lead-acid systems emerged: the small sealed lead-acid (SLA), also known under the brand name of Gelcell, and the large valve-regulated-lead-acid (VRLA). Technically, both batteries are the same. (Engineers may argue that the word 'sealed lead acid' is a misnomer because no rechargeable battery can be totally sealed.)

Unlike the flooded lead acid battery, both SLA and VRLA are designed with a low over-voltage potential to prohibit the battery from reaching its gas-generating potential during charge. Excess charging would cause gassing and water depletion. Consequently, these batteries can never be charged to their full potential.

Finding the ideal charge voltage limit is critical. Any voltage level is a compromise. A high voltage limit (above 2.40V/cell) produces good battery performance but shortens the service life due to grid corrosion on the positive plate. The corrosion is permanent. A low voltage (below 2.40V/cell) is safe if charged at a higher temperature but is subject to sulfation on the negative plate.

Lead-acid is not subject to memory. Leaving the battery on float charge for a prolonged time does not cause damage. The self-discharge is about 40% per year, one of the best on rechargeable batteries. In comparison, nickel-cadmium self-discharges this amount in three months. Lead-acid is relatively inexpensive to

purchase but the operational costs can be more expensive than the nickel-cadmium if full cycles are required on a repetitive basis.

Lead-acid does not lend itself to fast charging. Typical charge time is 8 to 16 hours. The battery must always be stored in a charged state. Leaving the battery in a discharged condition causes sulfation, a condition that makes the battery difficult, if not impossible, to recharge.

(part of a 15 page article of the internet – more later. Ed)

**Take it With You  
Wherever You Go!**

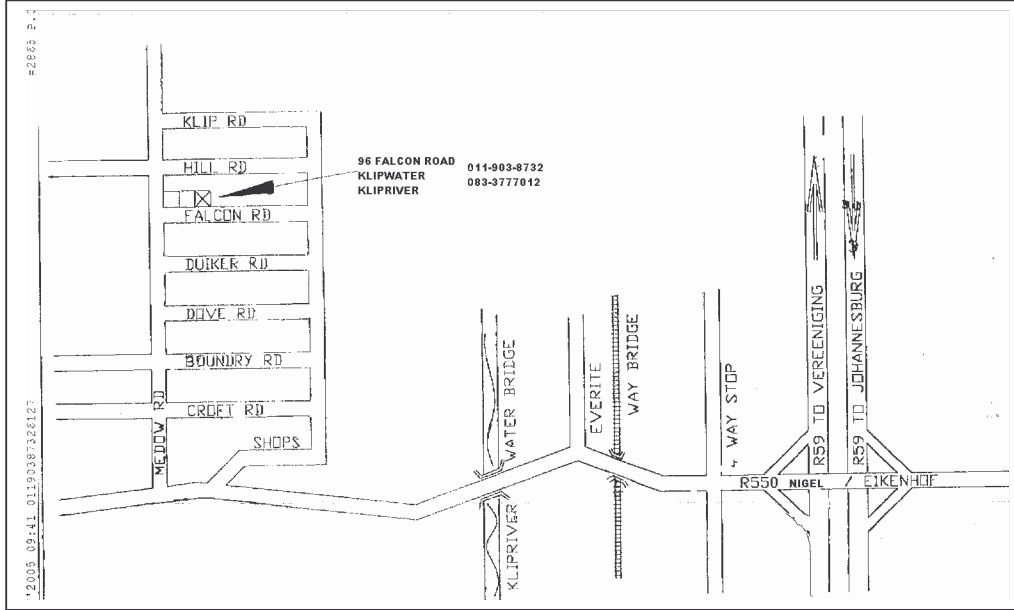
**T**HE Sky-Traveler (Model S-29) is a portable designed to communications receiver tolerances. You can take it with you wherever you go, or use it at home. Operates on 110 volts AC or DC or from its self-contained batteries. Frequency coverage from 5-42 kc. to 30.5 mc. on 4 bands. Telescope antenna with high gain coupling circuit provides truly remarkable reception throughout the tuning range. Electrical band-spread. Automatic noise limiter. Battery life prolonged through a self-contained charging circuit. RF stage used on all bands. Sensitivity below two microvolts on all bands. Permeability tuned RF and IF circuits. Weight including batteries 18 lbs. The Sky-Traveler (Model S-29) \$59.50.

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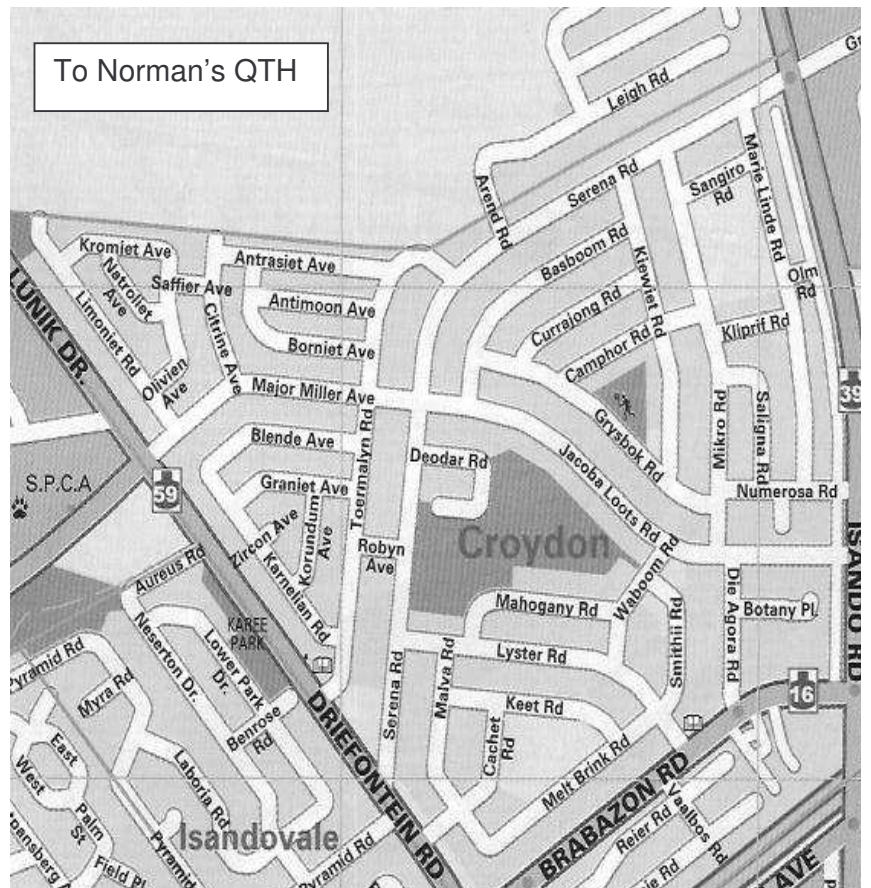
Advert from  
RADIO April  
1941  
Anyone seen one  
of these?

## Map to ZR6SWL



Please find directions attached  
 24 Kiewiet Rd Croydon.  
 Take Barbara Road off ramp from R24. (Motorway from JIA airport to Gillooly's interchange)

Turn North into Barbara Road, which changes name at this point to Driefontein Rd.  
 Cross over Robot, take next road to right (Serena Rd).  
 Cross over 3 stop streets,  
 Turn right at first road after the third stop, this is KIEWIET Rd. Last house on right hand side.  
 UHF mast is clearly visible next to the garage.  
 Regards  
 Norman ZR6AJD



73  
 Berridge