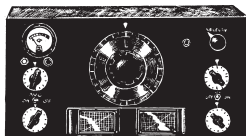


THE COMMUNICATIONS RECEIVER

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Some Notes on the National NC-46

A few years ago we presented in this column (*OTB* Vol. 31, No. 1, May, 1990) an article by Ed Gable, K2MP, along with supplemental comments by the Editor, Lud Sibley, on restoring the circa 1945 National NC-46 receiver. At the time we didn't have access to the Alan Douglas picture archives, so we would like to present some of these superb photographs now.

I would like to emphasize that this is a *Hot Chassis* receiver without a polarized plug. Furthermore the lid is easily removed, providing easy access to the hazardous chassis. Be very careful when you work on this radio! The *OTB* issue already noted has an excellent follow-up article by Lud Sibley on the hot-chassis set. This is 'must' reading.

This was not the first National AC-DC receiver. That distinction goes to the pre-war 80/81 pair designed by Jim Millen's team. An important difference was that the pre-war designs had lids that were screwed down, protecting the user from a casual indiscretion that could be deadly. The earlier sets also used the famed sliding-coil assembly, while this version has the much cheaper conventional band switch.

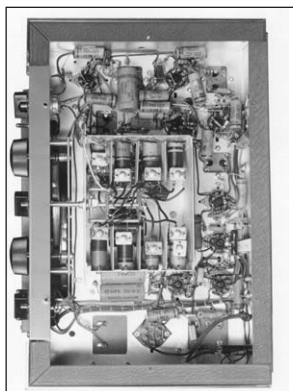
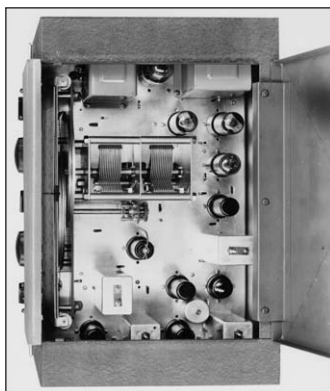
Sams Photofacts #469-26 (December 1946) lists this radio as having ten tubes, with a pair of 25L6s in a push pull three-watt audio output stage. The IF is 455 kHz, and there is no RF stage or crystal filter. Coverage is 500 kHz to 30 MHz in four bands. The matching speaker was the National NC-46TS.

The writer wonders why



The NC-46 with its matching NC-46TS speaker.

the National Company even brought this radio to the market, as it could not have had much of a sales forecast. Perhaps some of the old-timers promoted it as an attempt to feel out the market for AC-DC communications receivers. It would have made a good shipboard entertainment receiver. Not having seen many, my feeling is that they are not too plentiful today. ☐



Left: Construction was meticulous; a hallmark of the National products. But the easily lifted NC-46 cover gave ready access to the hazardous chassis inside. Right: The folks who wired on National's assembly lines must have had a straight edge in one hand and a soldering iron in the other!