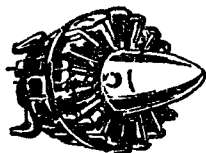
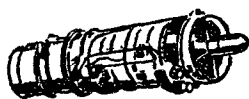


Engineers wanted today...for the WORLD OF TOMORROW

TODAY



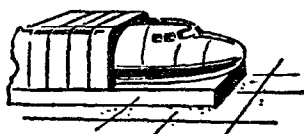
Turbo Compound Engines - With the solid acceptance of 37 of the world's leading airlines as a foundation, Curtiss-Wright is working on still more power, still greater efficiency for this historic development in powerplants.



J65 Jet Engine - Powering eight of the nation's leading military aircraft to new records of speed and endurance, the J65 provides ideal opportunities for design and development engineers.

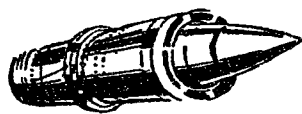


Electric and Turboelectric Propellers - Propellers . . . the most efficient means of converting engine power to useful thrust . . . are an important aspect of Curtiss-Wright's development program. Still greater refinements in efficiency and control lie just ahead.

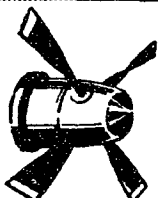


Simulators - Curtiss-Wright makes Simulators for the world's leading military and commercial aircraft . . . a continuing program of research, refinement and development that calls for engineering skills in many fields.

TOMORROW



Turboprop Engine - The heavy-duty, operational powerplant of tomorrow. Engineers are needed for further design and development work on Curtiss-Wright Turboprop engines.



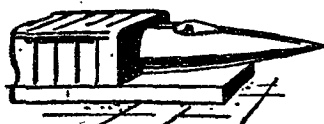
Turboelectric Propellers - Opportunities await mechanical and electrical engineers in Curtiss-Wright's Turboelectric Propeller program . . . developing subsonic, trans-sonic and supersonic propellers.



Rocket Powerplants - Fresh from development of the first rocket engine that can be throttled, Curtiss-Wright engineers are now at work on still more advanced rocket plants for the future. A fascinating field for you.



Ram Jet Engines - Another category of airpower that calls for developmental engineers and for advanced research. Curtiss-Wright has a list of opportunities for basic and specialized engineering talents.



Flight Simulators - This complex electronic equipment simulates actual flying conditions and routes for specific aircraft. An exciting field for electronics and systems engineers, aerodynamicists, and many others.



Turbojet Engines - An important area of airpower research - turbojet engine development challenges the ability of the best engineering minds . . . in the fields of stress analysis, airframe design, fuels, etc.

CURTISS-WRIGHT... LEADERSHIP NOW, AND TOMORROW

If your objective is to put your best into engineering, and get the most *from* engineering, you belong with an organization like Curtiss-Wright where engineering is the focal point of all activities.

Curtiss-Wright offers stability, born of its world leadership in aviation, and of its diversification today in the other major fields of engineering. Curtiss-Wright's program for the future is one of action . . . action in which you, as an engineer, can make the most of your abilities.

The scope of Curtiss-Wright's research and development program permits you to choose your spot in most cases—aircraft powerplants, fuel development and research, instrumentation, propeller design, or one of a score of electronics projects. If you are a mechanical, electrical, aeronautical engineer—or if you have specialized interests—it will pay you to discuss your objectives with the Curtiss-Wright interviewer when he comes to your campus.

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Curtiss-Wright is first and foremost an engineering organization. Its leadership in aviation is solidly founded in engineering superiority. In commercial aviation as in military applications, Curtiss-Wright powerplants, propellers, and flight simulation equipment are the most advanced developments of their kind. And research goes on. At Curtiss-Wright engineers explore still more power and greater efficiency for aircraft engines of every kind . . . further developments in subsonic, transonic and supersonic propellers . . . greater refinements yet in electronic flight simulation.

And through its ever-expanding divisional activity, Curtiss-Wright is pacing today's progress in fields far removed from aviation . . . nucleonics, ultrasonics, plastics, metallurgy. Some 2200 engineers are at work in Curtiss-Wright's 15 divisions . . . and in Quehanna, Pennsylvania—a new 85-square-mile Research and Development Center offering ultra-modern resources and facilities for advanced experimentation, testing and development in every branch of engineering.

This work is building Curtiss-Wright's leadership *tomorrow*. It is work for engineers who want a real future, offering opportunity every bit as big as their desire to excel.

Sign up today for interview with the Curtiss-Wright representative on your campus.

MONDAY, FEB. 13

Propeller Division



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