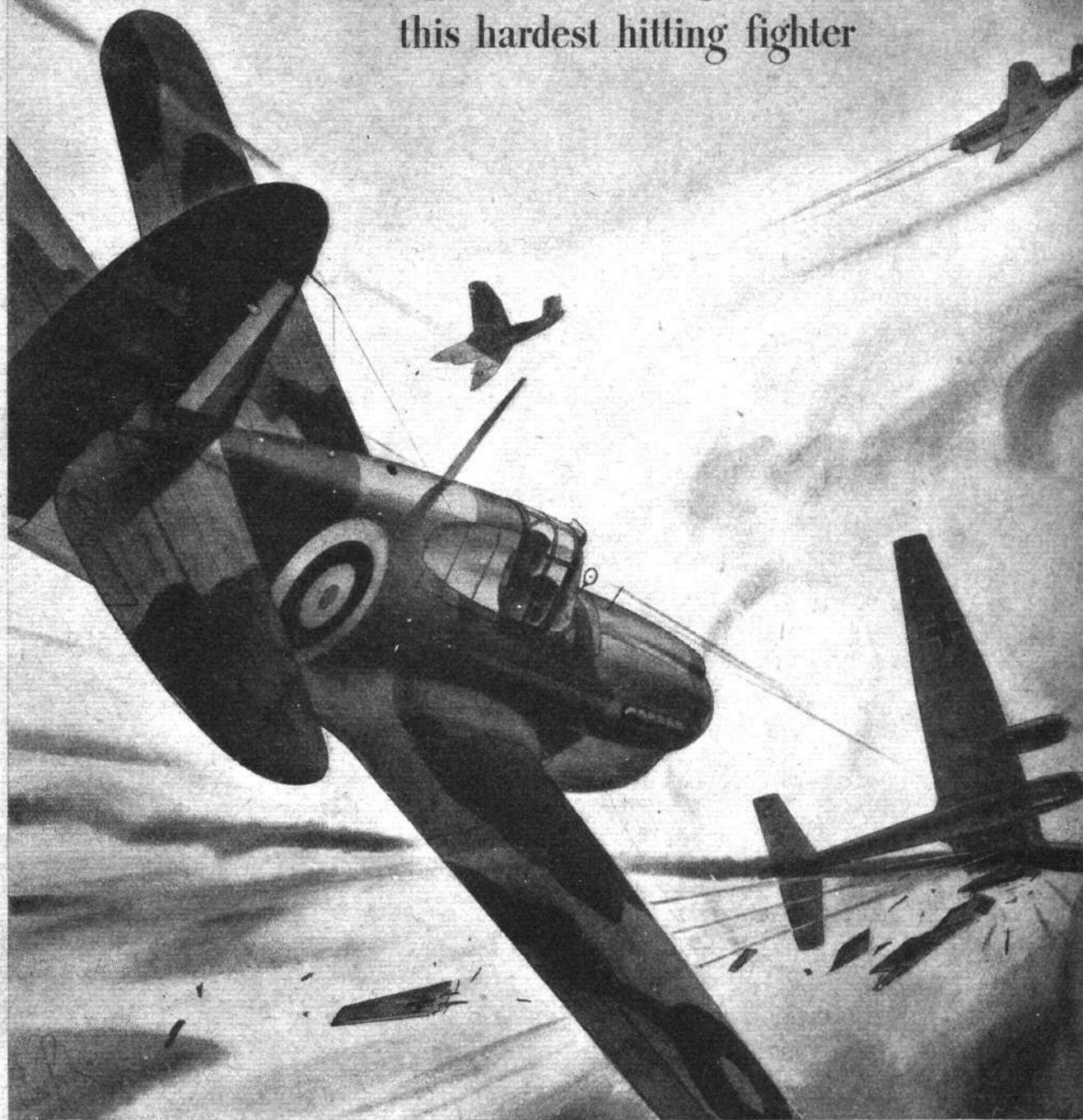


# Striking Power

Combat—and plenty of it—taught Curtiss to perfect this hardest hitting fighter

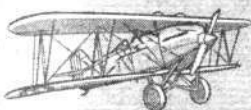


Curtiss P-40E Kittyhawk—Deadliest American-built Fighter Overseas.

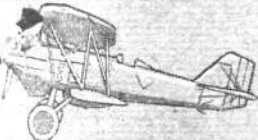


## FIRST

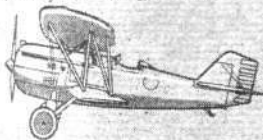
Since the Birth of Aviation



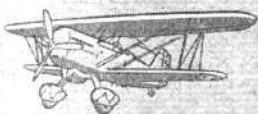
1925 • First Army Hawk, 420 h. p. Flown by Lt. R. L. Maughan in first coast-to-coast, dawn-to-dusk flight—150 m. p. h.



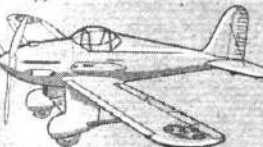
1926 • First Air Corps fighter to be built in large numbers and to carry "P" designation.



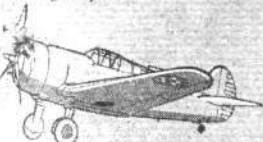
1929 • Six years of development finds this P-4 Hawk with greater horsepower—625—and many improvements.



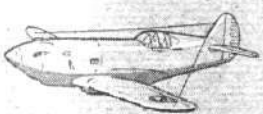
1932 • Speed reached 198 m. p. h. in the P-6-E Army Hawk. The single strut landing gear made its appearance.



1932 • First of the low-wing monoplane type of Curtiss pursuit—fore-runner of the modern fighting ship.



1937 • Retractable landing gear (a 1933 development on the Navy Hawks), a speed of over 300 m. p. h., a 1100-H.P. engine, were among the notable advances on the P-36 series.



1939 • This P-37 was the highest speed aircraft in Army service. Predecessor of the P-40 series, it was the only ship available in large quantities. The P-40 series has undergone five successive "step-ups" to new high performance levels in speed, ceiling and striking power.

Send for YOUR copy of this fascinating 64-page history of aviation...with profuse illustrations including full color photographs of current Curtiss types. Send 10¢ to cover mailing cost; Airplane Division, Curtiss-Wright Corp., Buffalo, N. Y.



● CURTISS pursuits were the first...and until recently...the *only* American-built fighters in active combat in the present World War. By the hundreds, they have successfully fought their opponents. This experience...plus that of producing thousands of fighting planes...has led to constant improvement. As a result, today's Curtiss pursuits are far faster, far deadlier...the hardest hit-

ting of any rolling off production lines. Their striking power is *five and two-thirds greater* than in the early days of the European conflict. In the expanded Curtiss-Wright organization, four of the nation's largest and newest factories are breaking all records in producing these and six other types of military aircraft for Great Britain and the United States.

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