Soaring to New Heights

For 80 years and counting

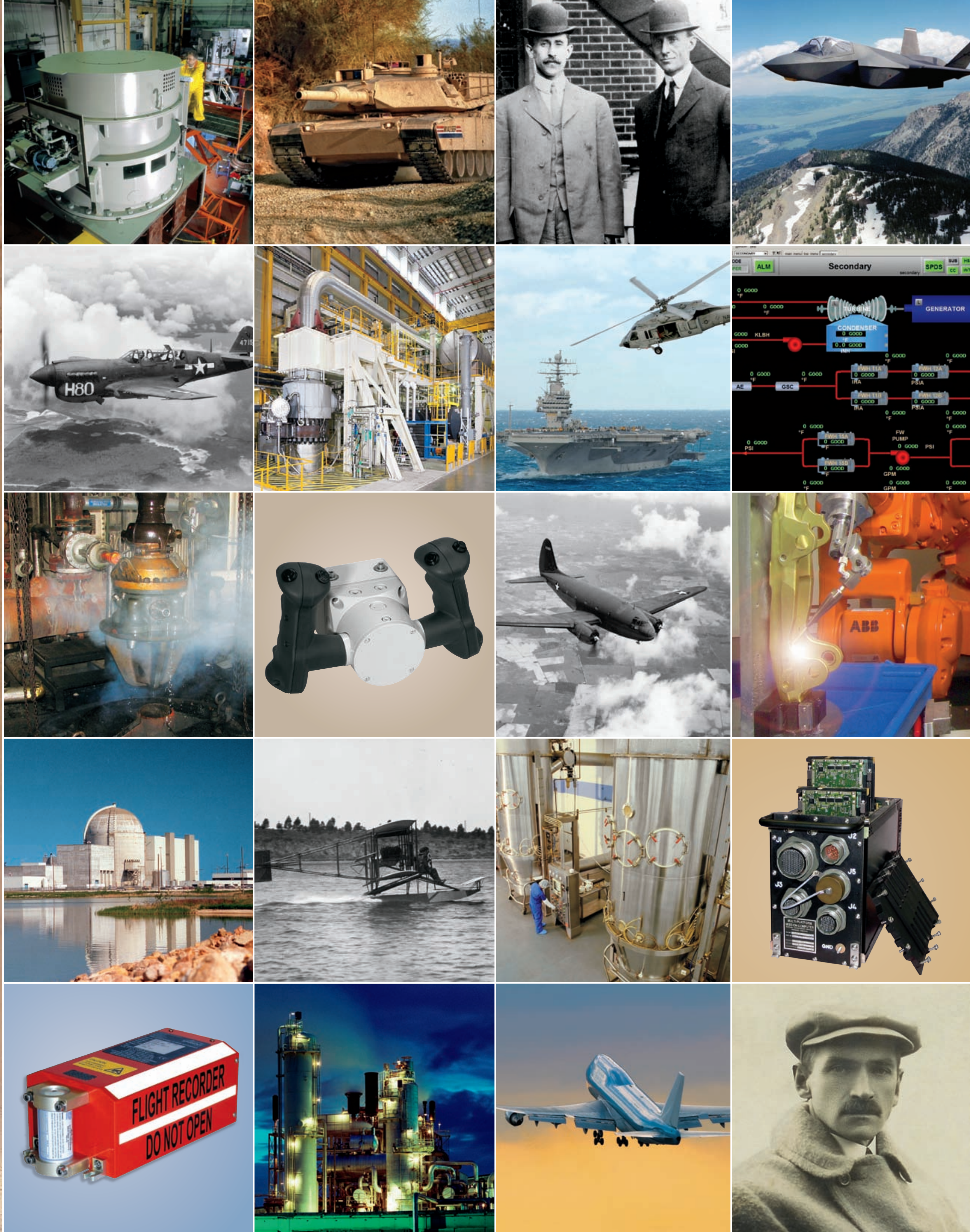
CURTISS WRIGHT

2009 Annual Report

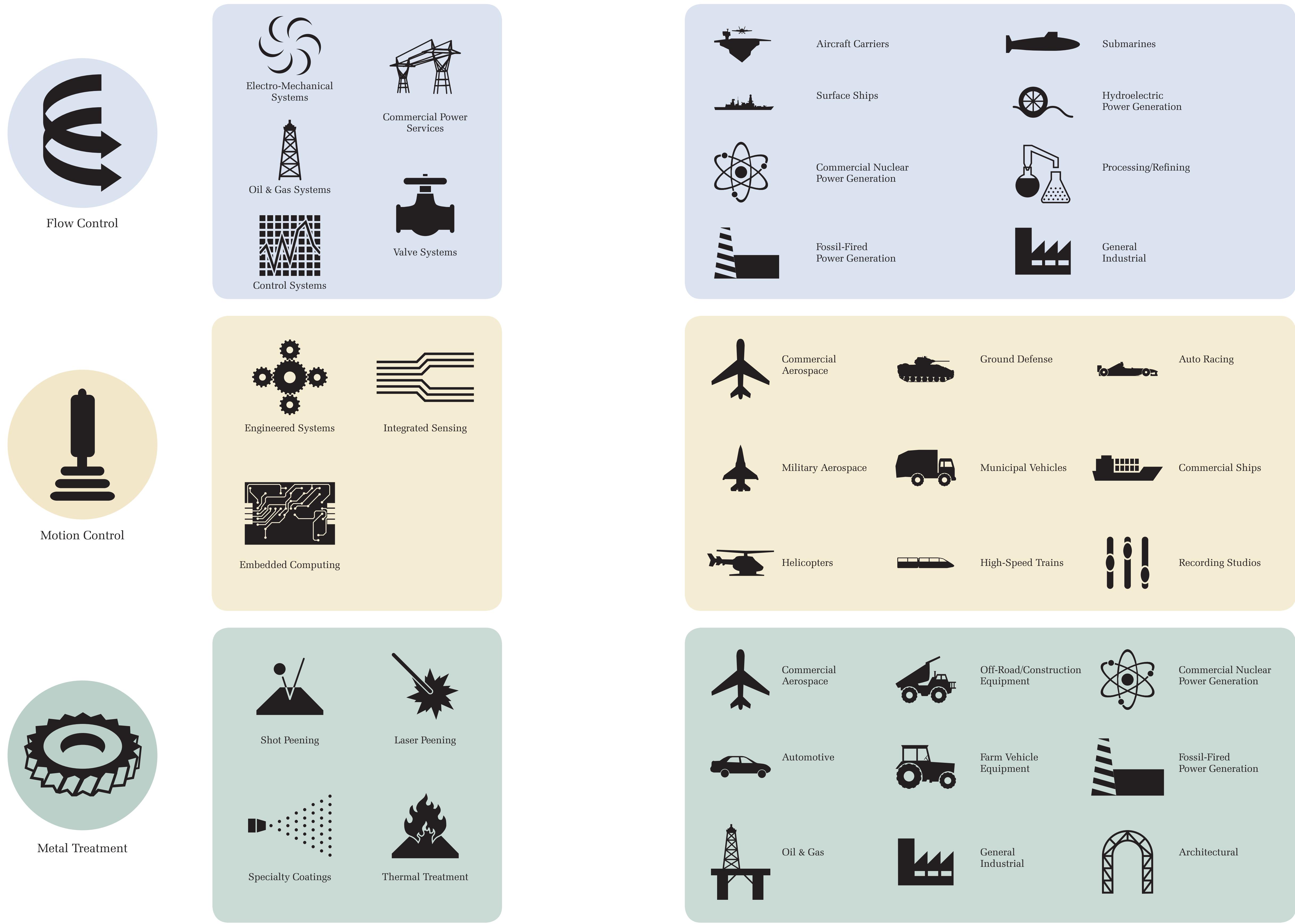
80 Years of Achievement

Eighty years ago, Curtiss-Wright was formed by the merger of companies created by Glenn Curtiss and the Wright brothers — pioneers who soared to new heights of human achievement that ushered in the era of aviation. Considered by many to be the single most important invention of the 20th century, manned flight forever altered the way in which humans interact globally, breaking down cultural barriers and integrating business markets. The innovative and trailblazing spirit of these founders made history, and today Curtiss-Wright is still leading through innovation.

The world has changed dramatically over the ensuing decades and so has Curtiss-Wright. Yet the founders' drive and determination is echoed by Curtiss-Wright's current employees and is best captured through the lenses of performance, partnership and intrinsic value.



CURTISS WRIGHT



Dear Shareholders:

Martin R. Benante
Chairman and Chief Executive Officer

The year 2009 marks a milestone in the history of our company. The formation of Curtiss-Wright 80 years ago united the visionary corporations created by the "Fathers of American Aviation" — Glenn Curtiss and the Wright brothers. Innovation and discipline drove our founders' success, and they were able to achieve what few people had even envisioned.

The drive for technological innovation and superior performance still fuels Curtiss-Wright today. The Wright brothers' critical wing designs and Curtiss' engine advances are echoed today in stealth weapon bay door systems on fighter jets, command and control of next-generation unmanned aircraft and ground vehicles, generators and pumps that power nuclear submarines and aircraft carriers, and fully automated technology advances that keep people out of harm's way in vital power generation, refining and industrial operations around the world.

I have often cited the importance of our diversified business model to our long-term success. That diversification, combined with our focus on innovation and high-performance engineering, adds stability to our results and supports growth through varying economic conditions. This was again true in 2009.

2009 Performance

Without a doubt, 2009 was a year full of challenges that the global economy has not experienced in decades. The ripple effect of the financial market meltdown, volatile energy prices and a dramatic downward correction in the housing market manifested early in 2009 with a 6.4% decline in gross domestic product and concluded the year with double-digit unemployment. While many reactions centered on cost cutting, cash conservation and otherwise battening down the hatches, our strong backlog and portfolio diversification enabled us to successfully weather the downturn while maintaining our focus on long-term growth. As the economic recovery gains footing in 2010, our portfolio of highly engineered products is well positioned to benefit from increasing demand, and our strong capitalization will enable us to actively pursue our strategic growth plan.

In 2009, net sales of $1.8 billion represented a decline of 1% from the prior year. This is not to say we did not endure difficulty. Certainly, sagging demand for energy, transportation and industrial goods led to significant contractions in our commercial markets. While hardships in the general economy provided significant headwinds, they were essentially offset by the buildup of our commercial nuclear business and the momentum of defense spending.

Our operating profitability was negatively impacted primarily by the sharp drop in commercial demand, resulting in an operating margin of 9.4% versus 10.7% in the prior year. While we focus on lean efficiency improvements in good times and bad, in 2009 we accelerated business consolidation and restructuring activities across our operations. Lowering costs to respond to reduced market demand is, frankly, an unrewarding task, but we implemented our plans swiftly, and the result is a leaner, more efficient operation that will ultimately benefit from our cohesive strategy. Some of the benefits from these actions came in fiscal 2009, but we expect further leverage from these improvements for our businesses going forward.

On the bottom line, our net earnings of $95 million, or $2.08 per fully diluted share, reflect a less than satisfying 13% decline from the prior year, but still an impressive achievement in light of the challenges endured. Furthermore, our significant free cash flow of $121 million provides considerable liquidity for strategic growth as our markets rebound. Curtiss-Wright skillfully navigated the downward trends in 2009 because of the expertise, flexibility and relentless dedication of our employees.

Executing on Growth

In a year of weakening demand and program disruptions, we've continued to make investments throughout the company. We completed the build-out of our facilities in Cheswick, Pennsylvania, to meet the expansion of the AP1000 and naval development programs. We completed the consolidation of our industrial controls business from nine locations to one state-of-the-art manufacturing facility. We invested nearly $55 million in research and development for new product innovations across our core markets of defense, energy and general industry, while continuing to stay active in the acquisition market, spending an aggregate $67 million for five companies in 2009. While our solid balance sheet and cash flow are primed for more significant opportunities, if we stay true to our disciplined approach, I am confident it will continue to prove to be an attractive growth engine.

Most importantly, we continued our focus on employee development with training initiatives at all levels and leadership programs to convey best practices throughout the organization. Innovation, operational excellence and customer satisfaction are more than values at Curtiss-Wright. They are everyday passions and key to our formula for success.

Our efforts are best demonstrated by our $1.7 billion in new orders, which solidifies backlog at $1.6 billion and provides the foundation for significant momentum as demand rebuilds.

Strategic Markets Sustain Shareholder Value

In defense, our 15% growth was fueled by demand for improved surveillance and reconnaissance technologies in all branches of the military. In addition, our proprietary, power-dense propulsion technologies are at the heart of the U.S. Navy's expanding fleet of aircraft carriers, submarines and destroyers, and we are providing next-generation marine landing systems for helicopters and jets.

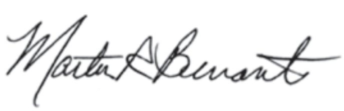
In our commercial markets, we experienced a 10% decline, mainly stemming from the lack of liquidity in the financial markets, instability in energy prices and the global recession. Most significantly, automotive demand was cut in half, mirroring North American automotive production, and we had reduced demand across all markets, echoing the double-digit decline in U.S. industrial production that has occurred over the past two years. In positive contrast, commercial nuclear power market gains of 15% mitigated a more negative impact, and we continue to view our unique leverage to this market as a valuable differentiator.

It is in such tumultuous times that our diversification strategy truly demonstrates its long-term value. As we adapted to the rapid change in market dynamics, we benefited from the base load demand generated by our nuclear and defense technologies. As the commercial markets stabilize, their leverage will be further enhanced by the operational improvements we have enacted. As a testament to our confidence in our ability to continue to generate earnings growth, we maintained our dividend, providing a consistent distribution of value to our shareholders. Ultimately, there is room for tremendous growth as our markets rebound, and we are uniquely positioned within our core markets and well capitalized to capture the opportunities.

80th Anniversary and Counting

Fewer than 20 companies whose shares changed hands on the New York Stock Exchange in 1929 still trade under their original listing. Curtiss-Wright is proud to be one of them. We've not only persevered, we've continued to succeed and innovate through some of the most volatile periods in American history.

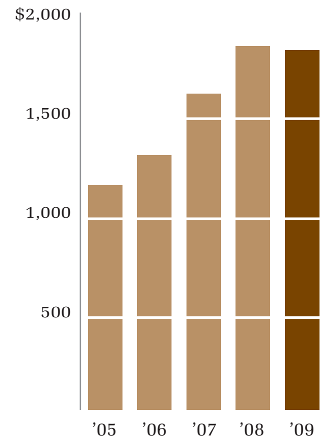
As always, I would like to thank the enduring dedication of our 7,600 employees, whose profound drive and dedication will keep Curtiss-Wright soaring to new heights.



Martin R. Benante
Chairman and Chief Executive Officer

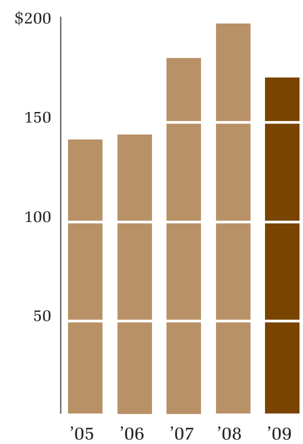
Net Sales

Dollars in millions



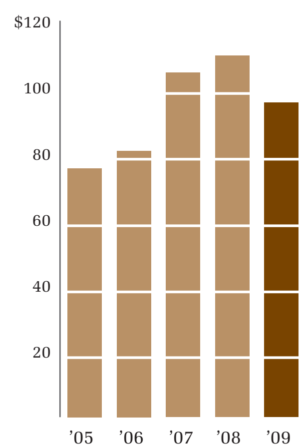
Operating Income

Dollars in millions



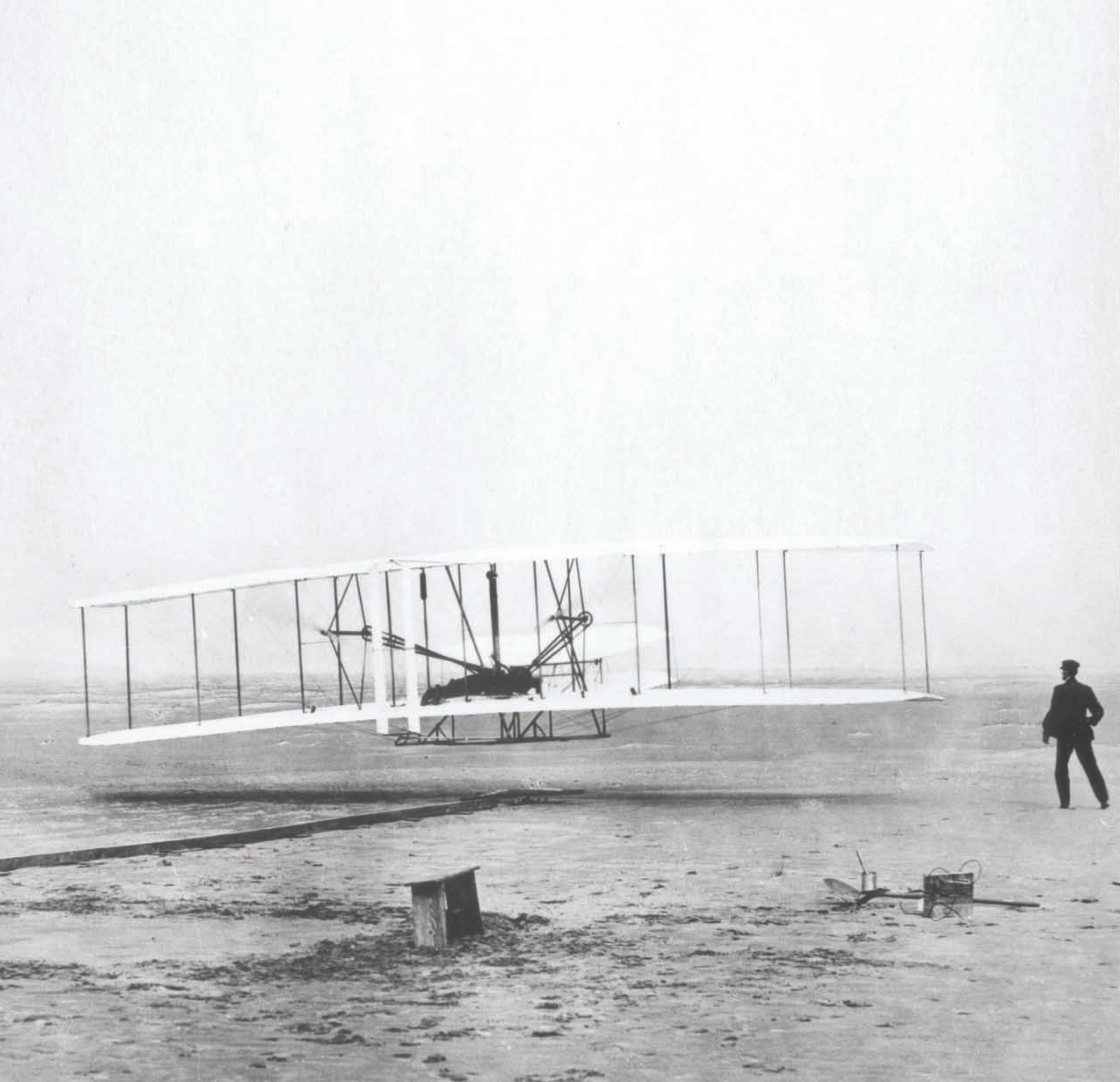
Net Income

Dollars in millions



20th Century:

Kitty Hawk to Global Hawk



GLENN CURTISS AND WILBUR AND ORVILLE WRIGHT were self-taught engineers who separately took on the challenge of manned flight in the early years of the 20th century. The Wright brothers' success on the windswept dunes at Kitty Hawk, North Carolina, on December 17, 1903, is well known. Less often highlighted are Glenn Curtiss' numerous inventions and achievements associated with the development of aviation, such as the first dual pilot control and the first radio communication with an aircraft in flight.

Working in the secrecy of their Dayton, Ohio, bicycle shop, Wilbur and Orville built a wind tunnel in the fall of 1901 to repeatedly test and refine their key invention: the wing-warping system that enabled their triumph at Kitty Hawk. They conducted two years of tests on variations of their system, initially using kites and gliders, in the wind tunnel as well as in real-world conditions, before piloting their own fragile plane into history. Their 1906 "flying machine" patent of the wing-warping system marked a milestone in the annals of American engineering and invention.

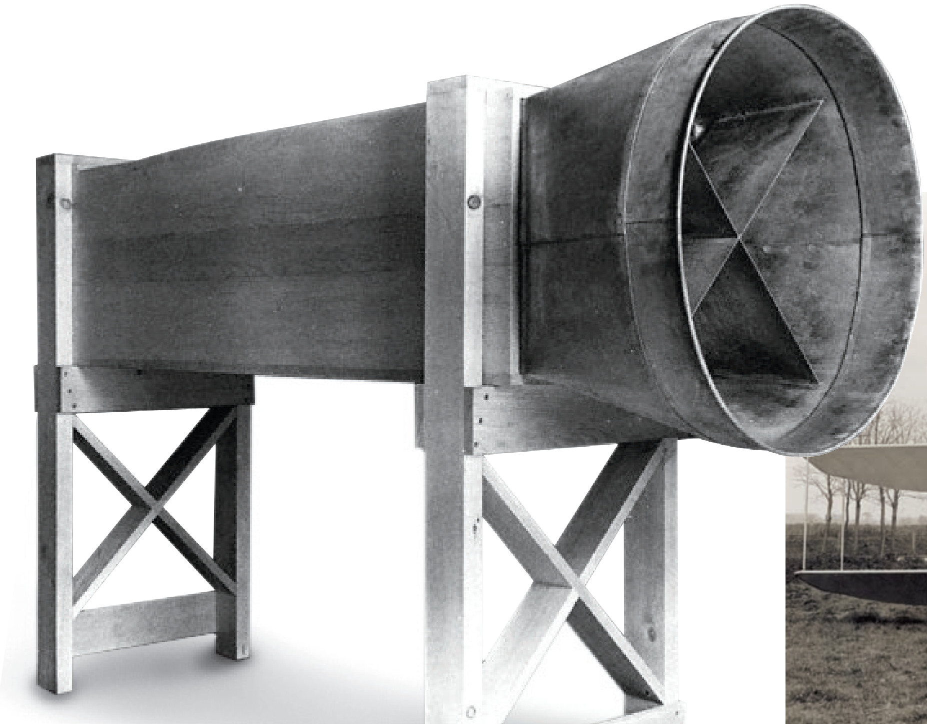
Glenn Curtiss also came to aviation via the bicycle business; in his case it was a small shop on the town square in Hammondsport, New York. An intrepid bicycle racer with a love of speed, by 1901 the 23-year-old Curtiss was strapping small engines onto bicycles and had soon graduated to building motorcycles. His engines first caught the attention of dirigible makers, and then, in 1907, a group of aviation enthusiasts led by Alexander Graham Bell became determined to build upon the Wright brothers' triumph. It didn't take them long. This period of close collaboration with Bell's Aerial Experimentation Association led to Curtiss' subsequent winning of the 1908 Scientific American Trophy for a flight of more than one kilometer in a straight line and his 1909 victory in Reims, France, outperforming the Wright brothers' planes.

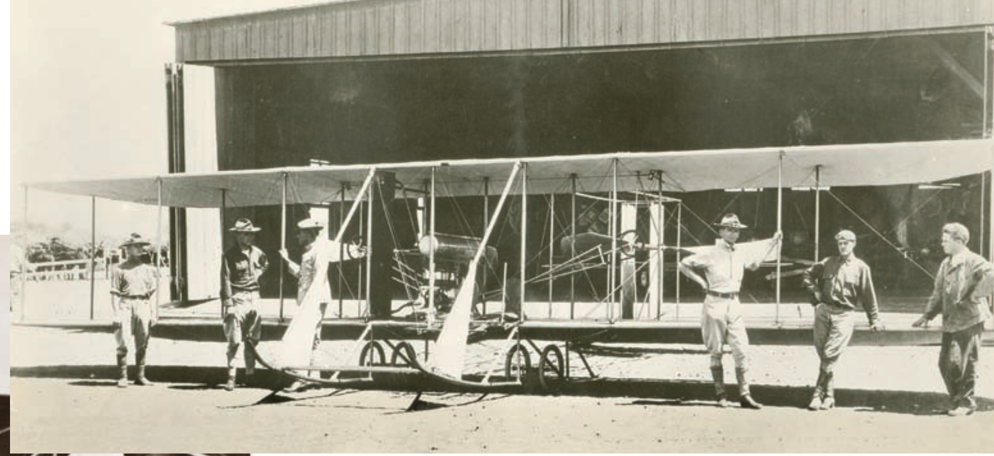
While much of the early era of aviation was marked by competition among the Wright brothers, Glenn Curtiss and other industry pioneers, the seeds of partnership also played a key role in the evolution of aviation and the Curtiss-Wright Corporation from early on.

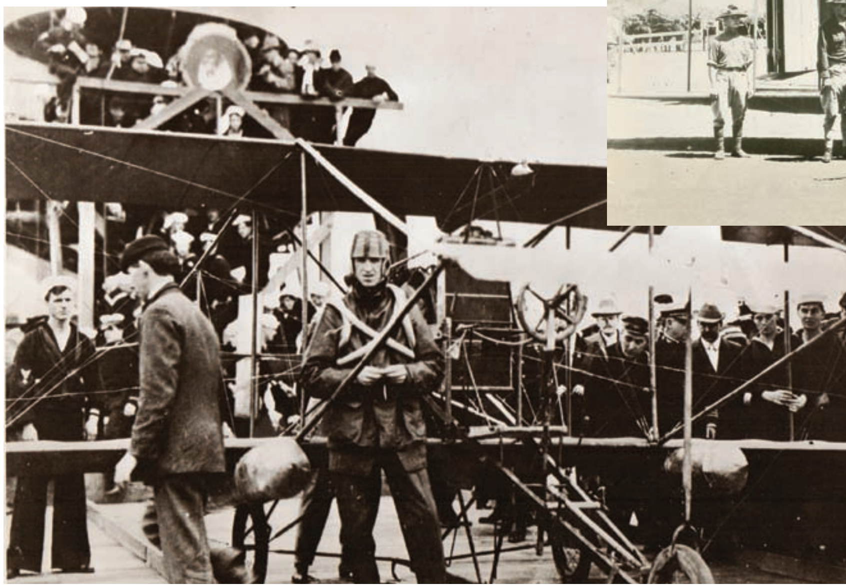
[Above] "The Fastest Man on Earth," a title Glenn Curtiss earned by clocking 136.3 mph on his V8-powered motorcycle, was also the "Founder of the American Aircraft Industry" and the "Father of Naval Aviation."

[Below left] The Wright brothers used their wind tunnel, a rectangular wooden box measuring 16 inches wide, 16 inches tall and 6 feet long, to compile the data that would lead to building an accurate and reliable wing for their "Flyer."

[Below right] Wing warping, the twisting motion of the wings of an aircraft to produce lateral control, was first applied to kites and gliders by the Wright brothers and was eventually used in their powered aircraft.







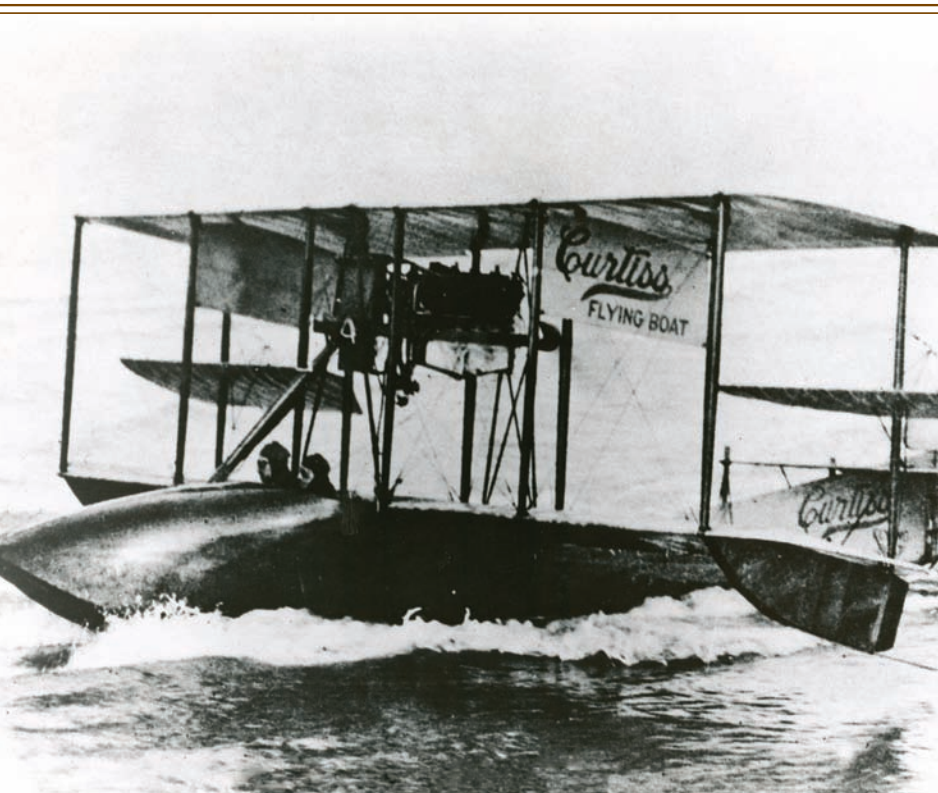
[Above] After roughly a month of trial flights to record speed and duration, which ultimately exceeded the army's requirements for both, the U.S. Army formally accepted the Wright Flyer as its first airplane on August 2, 1909, at a cost of $30,000.

[Left] Demonstration pilot Eugene Ely and his Curtiss Pusher biplane before taking off from the USS *Pennsylvania* on January 18, 1911. Earlier that day he landed on the ship's deck to complete the first landing on a warship. Ely's flying attire included rubber inner tubes worn around his shoulders as a life preserver.

A History of Partnership with the Military

The Wrights and Curtiss each pursued early partnerships with a customer that proved instrumental to the development of aviation and aeronautics: the U.S. military. The Wrights secured an order from the Army Signal Corps in 1909, marking the dawn of military aviation in America. The next year, Orville Wright opened the first Wright Flying School on a site in Montgomery, Alabama, that later became Maxwell Air Force Base.

Curtiss concentrated his attention on the Navy. He had experimented with a design for a "hydro-aeroplane" on the Finger Lakes of New York in 1908 and was convinced he could build a working seaplane. By January 1911, he made the first successful flight of a practical seaplane, taking off from and landing on water. That May, the U.S. Navy ordered its first two planes from Curtiss. He also sold seaplanes to the navies of Russia, Germany and Japan over the next two years. More impactful was his offer of free flying lessons to officers in the U.S. Army and Navy. By the onset of World War I, the concept of naval aviation was embraced, and Curtiss Aeroplane and Motor Company began producing more than 100 aircraft per week.



During the early years of manned flight, the Wright brothers' successor companies were known principally for producing superior engines. The Wright-Martin Aircraft Corporation produced more than 5,800 Hispano-Suiza aircraft engines, popularly known as "Hissos," in support of the World War I effort. While their corporate history took on many names as various investors and inventors lent their expertise to the development of aviation, the most productive years were achieved and memorialized as the Wright Aeronautical Corporation.

Curtiss' corporate offspring, on the other hand, took the lead in producing aircraft, notably with the JN-4 "Jenny," as well as its H Series of "flying boats," or seaplanes. By the end of World War I, Curtiss Aeroplane and Motor Company had employed 18,000 and produced more than 10,000 planes and engines. However, Curtiss had not abandoned the engine business by any means — in 1917, the company sold the first engine to an airplane maker named Bill Boeing.

Roaring into the 1920s

The U.S. commercial aviation industry developed in earnest following the Allied forces' victory in World War I. Advances in plane, engine and propeller designs continued throughout the 1920s. Spurring the advances were promotional speed races held throughout the United States and Europe. By 1923, a Curtiss racing plane powered by its water-cooled D-12 engine set a world speed record of 266 miles per hour. Realizing that such racers were prototypes for the next generation of fighter planes, the military also stepped up orders in the latter half of the decade.

Wright Aeronautical's engine business led the next wave of industry development in the 1920s. The company focused on the more dependable air-cooled radial engine, yielding the Whirlwind and Cyclone engines, both hugely influential air-cooled engines in the interwar years. With Charles Lindbergh's dramatic 1927 solo crossing of the Atlantic Ocean in the *Spirit of St. Louis*, a custom-built plane powered by a single Wright J-5C Whirlwind radial engine, commercial aviation became widely accepted as a reliable means of transportation.

[Above left] A worker prepares a Wright Cyclone radial engine for installation on a North American B-25 bomber. Initially developed in the 1920s and continually improved upon over the years, the Cyclone was a proven performer in both military and commercial markets. The engine was extremely popular with the military in World War II.

[Above right] Charles Lindbergh successfully completed the first ever single-engine transatlantic flight, from New York to Paris, using Wright Aeronautical's J-5C Whirlwind air-cooled radial engine in his Ryan monoplane, the *Spirit of St. Louis*. Produced in 1925, the Whirlwind's redesigned cylinders offered increased power and reliability compared to earlier radial engines.

The Founding of Curtiss-Wright

Over the years, Curtiss and the Wright brothers, ever the inventors, had essentially given over control of the production and manufacturing companies they developed to pursue other interests. Forces much more sweeping than the rivalry between the Wrights and Curtiss — including the popular mania generated by Charles Lindbergh's solo transatlantic flight and the booming late 1920s stock market, particularly in aviation shares — eventually caused the merging of business interests.

In 1929, a group of New York investors merged 12 corporate entities, including Curtiss Aeroplane and Wright Aeronautical, to form the Curtiss-Wright Corporation, making it the largest aviation holding company at the time. It was also publicly listed on the New York Stock Exchange, where it still trades today. The merger created a vertically integrated aviation powerhouse that included plane and engine manufacturing, airline operations and services, and airports.

During World War II Curtiss-Wright and all aviation companies worked in close partnership with the military to build the arsenal of democracy. The output of the company's sprawling airplane, engine and propeller plants across the United States totaled more than 28,000 planes, 130,000 engines and 145,000 propellers, generating more than $1 billion in annual revenue by war's end and making Curtiss-Wright the second largest corporation in America.

[Below left] The workhorse of World War II aviation, the P-40 Warhawk saw action in both the Pacific and European theaters. The 15,000th P-40 that was produced displayed the insignia of the 28 different nations that deployed the plane for military service, a testament to the Warhawk's utility.

[Below right] The movie *Flying Tigers* was released in 1942 and starred the P-40 along with John Wayne, who was appearing in his first war film.

Shortly thereafter, the aviation industry suffered severe cutbacks during the Great Depression, as did virtually every segment of American industry. However, there were many areas of strength for Curtiss-Wright. In particular, continued improvements in the Cyclone engine led to its use on the Douglass DC-3, the workhorse commercial plane of the era. By mid-decade, the engines were producing 950 horsepower. Company engineers continued to boost the performance of existing product lines, including propellers. The variable-pitch propeller, the hollow-steel propeller and the concept of "feathering" — the disengaging of a propeller from an inactive engine to prevent engine rotation — were all performance innovations that came to market in the 1930s. Military orders gradually returned, notably in 1934 for nine-cylinder engines, two mounted on each wing, to power the Boeing B-17 Flying Fortress, and in 1937 for the Curtiss P-36 Hawk Fighter Plane.

World War II

The advent of World War II created an unprecedented surge in aircraft, engine and propeller design and production. It was long overdue. On September 1, 1939, the U.S. Army Air Corps had just 2,400 aircraft of all types, and many were obsolete.

The Curtiss-Wright P-40, an upgrade of the P-36, went into service in the summer of 1940 as the first-line fighter of the U.S. Army Air Corps. It was essentially the only fighter the United States had throughout 1941 and 1942. The most famous P-40s were the Flying Tigers, which were flown in China by the American Volunteer Group. More than 13,700 P-40s were produced, and they served in the air forces of 28 countries during World War II.

Two other Curtiss-Wright planes played a vital role in World War II: the SB2C Helldiver and the Commando transport. The Helldiver aircraft carrier–based dive bomber was widely used in many of the major Pacific campaigns beginning in late 1943. The Commando became the workhorse of the airlift operation that flew supplies from India over "the Hump," or Himalayan Mountains, to Allied troops in western China.

[Below left] Designed for making swift dives with heavy payloads, the SB2C Helldiver was particularly effective in World War II's Pacific theater.

[Below right] Originally designed as a high-altitude civilian airliner, the Curtiss-Wright C-46 Commando found new life as a military transport during World War II, which included dropping paratroopers in Europe.

Postwar

Curtiss-Wright maintained an edge in propeller-driven reciprocating engines into the mid-1950s. The Korean War of 1950–1953 produced a jump in orders, but not nearly on the same scale as World War II. Curtiss-Wright's R3350 engine, developed during World War II, and its performance-leading propellers were in demand in the commercial market to power the Douglass DC-7s and Lockheed Super Constellations during this period. The maiden flight of the Boeing 707 in 1954, however, ushered in a new era in aviation, which was powered by the jet engine technology still in use today.

The changing dynamics in commercial aviation engendered a shift in corporate structure and a focus on diversification that, over time, led to the inception of the company's Motion Control, Metal Treatment and Flow Control business segments.

[Right] The U.S. Navy's first nuclear-powered submarine — the USS *Nautilus* — featured innovative reactor coolant systems, power conversion devices and pump and valve flow control technologies that not only contributed to the *Nautilus'* success but also furthered the development of nuclear-powered ships.

[Below] Curtiss-Wright's embedded computing technology serves as the "brain" of the U.S. Air Force's Global Hawk unmanned aerial vehicle (UAV) by managing the navigation and flight control functions in order to provide essential military intelligence without risking lives.

[Facing page] In the 1960s, there were concerns about the susceptibility of stress corrosion cracking in the feet of the Apollo 11 Lunar Module. Metal Improvement Company helped develop an engineered solution to remove the residual tensile stresses by shot peening all of the internal and external areas of the Lunar Module's four feet.

What ultimately became the Motion Control segment sustained the legacy aviation technologies, and some current technologies still trace their roots to the Wright brothers' early wing-warping technology. Many Boeing commercial jets include Curtiss-Wright's high-lift actuation technologies, as do numerous military fighter jets. As newer designs advanced to unmanned flight, Curtiss-Wright expanded its role from mechanical components to sophisticated electronics, including sensor and mission management systems that act as the "brain" operating an aerial reconnaissance vehicle like the Global Hawk. Flying at extremely high altitudes and staying airborne for 40 hours with a range of 14,000 miles, the Global Hawk surveys large areas with pinpoint accuracy, providing critical information to military decision-makers.

The genesis of the Flow Control business developed from the acquisition of Target Rock in 1961. Target Rock's high-performance valves and specialized nuclear reactor plant equipment were utilized by the U.S. Navy beginning with its first nuclear-powered submarine, the USS *Nautilus*, and by electric utilities beginning with the nation's first commercial nuclear power plant, the Shippingport Atomic Power Station. The build-up

Orville and Wilbur Wright and Glenn Curtiss were leaders in helping establish aviation industry standards and training to help guide aviation into the transportation mainstream. For example, Curtiss had established a pilot training school for U.S. Army and Navy personnel by the winter of 1910. Without their dedication to safety and reliability, the innovations and performance achieved would have never amounted to the air superiority of the U.S. military or the development of commercial aviation. Extreme aviation offshoots such as barnstorming will always have their place in history, but the intrinsic value of their legacy is the accessibility they provided through their holistic approach to the development of this industry.

of the U.S. Navy's nuclear powered fleet during the Cold War era, coupled with the construction of over 100 commercial nuclear power plants, provided an environment in which Curtiss-Wright's innovative technologies continue to thrive today.

The Metal Treatment segment, the product of a strategic acquisition in 1968, provided an expansion that was linked to performance-driven technological innovation. Curtiss-Wright acquired the Metal Improvement Company, an industry leader in shot peening and peen forming aircraft wings since the 1950s. Initially, demand for their sophisticated metallurgical processes increased in proportion to aircraft speed and performance, which put even more stress on aircraft parts and structures, requiring an improvement in strength and durability.

Looking to the 21st Century

By the late 1990s, Curtiss-Wright was being recognized for the value it was adding with its highly engineered critical systems for an increasingly broad array of commercial industries as well as the defense sector. The company's diversified strategy was adding value to Curtiss-Wright's bottom line as well. Its earnings were growing at well above the industry average. As the century was ending, *Forbes* magazine recognized Curtiss-Wright's accomplishments when it named the company to its best small company list in 1998.

21st Century:

Drive and Determination

[Left] Curtiss-Wright's specialized nuclear propulsion plant pumps, valves, generators, instrumentation and controls, and acoustic capabilities are at the heart of U.S. Navy nuclear-powered submarines.

[Below] Standing more than 22 feet tall, the reactor coolant pumps for the AP1000 nuclear power plant design are the largest canned motor pumps ever designed and manufactured by Curtiss-Wright. Each pump has the capacity to discharge enough water to fill an Olympic-sized swimming pool in less than nine minutes.

CURTISS-WRIGHT HAS INTENSIFIED ITS EFFORTS during the past decade to pursue growth by focusing on operations and high-performance end markets diversified across the core areas of defense, energy, commercial aerospace and general industry. At the end of 2009 — following a decade of selectively acquiring companies with technologically advanced, highly engineered products — company sales are diversified roughly one-third in defense, one-third in energy and one-third in commercial aerospace and industrial markets. The common thread woven through each market is a focus on advanced technologies that, in many instances, only Curtiss-Wright has the engineering expertise to design and manufacture.

Envisioning Innovation, Engineering Performance

Flow Control

Curtiss-Wright has been supplying mission-critical components and systems to the U.S. Navy's nuclear propulsion program for over 50 years. Our pumps, valves, generators, motors and control systems are aboard every nuclear-powered submarine and aircraft carrier in the Navy's fleet. Just as Glenn Curtiss was instrumental in the birth of naval aviation, Curtiss-Wright is extending that legacy today by providing advanced electro-magnetic launching and arresting systems for the CVN Ford Class next-generation aircraft carriers.

We design and manufacture major components that are key to the next generation of commercial nuclear power plants. We are currently developing the largest canned motor reactor coolant pumps ever designed and manufactured by Curtiss-Wright, which will be at the heart of the Westinghouse AP1000 reactor, the first Generation III+ design. In addition, we provide technology-differentiated products and services — from airlocks, electrical components, pumps and valves, to engineering, plant performance software, custom manufacturing, testing and qualification services.

[Left] Real-time monitoring of systems and equipment provides critical information for more effective and safer operation of facilities. Curtiss-Wright's Fleet Asset Management and Optimization Solutions (FAMOS) enable customers to reduce risk and avoid unplanned outages as well as capture lost megawatts and reduce greenhouse emissions.

[Right] Curtiss-Wright created actuation systems to open and close the weapons bay doors of the F-22 Raptor in record speed, helping ensure the aircraft retains its stealth profile during missions.

Curtiss-Wright is applying significant engineering expertise and advanced technologies relative to withstanding harsh environments, including extreme heat, abrasive chemical catalysts and high pressures, to address critical requirements in the oil and gas market. Our automated coke drum unheading valve is an example of the dramatic improvement Curtiss-Wright's products are providing to operational performance and worker safety at refineries worldwide.

Motion Control

Continuing a legacy of performance in aviation, Curtiss-Wright provides innovative flight control and utility actuation systems to support nearly every U.S. Air Force fighter aircraft program, as well as the latest in integrated electronics and embedded computing. The next-generation F-22 Raptor employs unprecedented stealth technologies, including storing weapons internally rather than hanging from the wing, to fly virtually undetected by enemy radar. Curtiss-Wright's actuation systems open and close the main and side weapons bay doors almost instantaneously, boosting mission effectiveness and pilot safety. Curtiss-Wright's high-performance technologies can be found onboard nearly every military aircraft in development, including the F-35 Lightning II, the V-22 Osprey and the P-8A Poseidon, as well as the Pilatus PC-21 turboprop trainer, which uses our embedded computing technology to modify the control panel to emulate any fighter jet for training purposes. In addition, our advanced electronics and sensors have enabled significant upgrades to the performance of military helicopters, including the Black Hawk, Apache, Chinook and CH-53K.

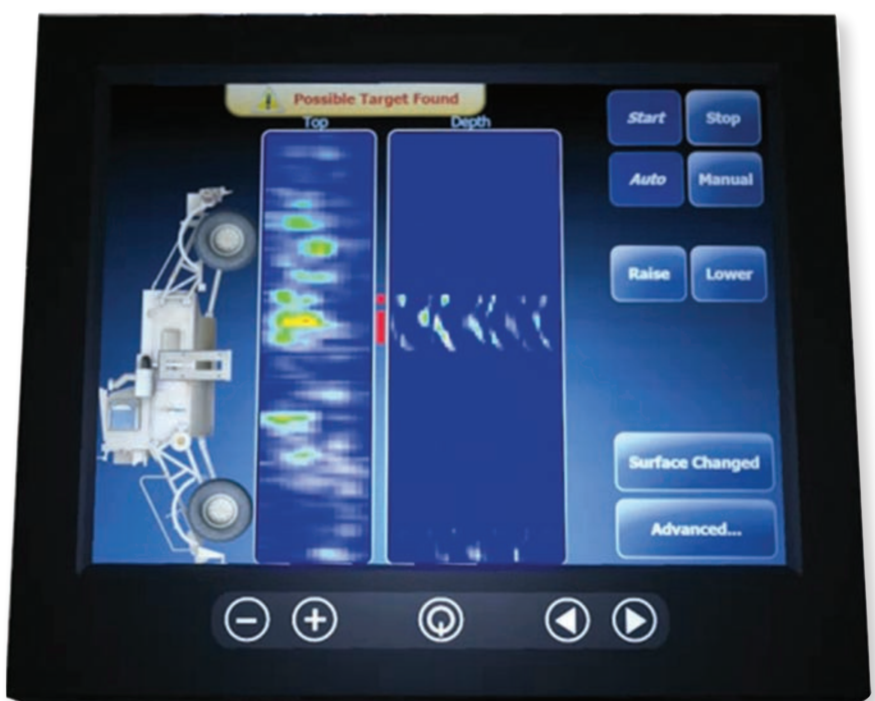
On the ground, Curtiss-Wright provides sophisticated electronic upgrades and embedded computing products for the Bradley Fighting Vehicle, the Abrams Tank and the Stryker Mobile Gun System. Our turret aiming and stabilization systems and suspension systems are in service on many of the leading military ground vehicles used by NATO members, such as the Piranha, Pizarro and Puma Armored Infantry Fighting Vehicles, to name a few.

Curtiss-Wright's industry-leading rugged embedded computing technology is meeting 21st century military requirements. A high-performance, ruggedized radar processing subsystem from Curtiss-Wright helps enable the mobile Ground/Air Task Oriented Radar (G/ATOR) system to perform aircraft detection and tracking, cruise-missile detection and tracking, ground weapon location and air traffic control. Our central electronics chassis is integral to the Airborne Laser Mine Detection System (ALMDS), which rapidly detects and locates surface and near-surface moored mines so they can be neutralized before damaging military and commercial ships. And our innovative step frequency antenna and GeoScope Ground Penetrating Radar processing generates high-resolution three-dimensional images of buried objects, which is critical for the identification of unexploded ordnance.

Commercial applications range from the stratosphere to the Formula 1 racetrack. Curtiss-Wright provides a variety of flight control systems, sensor management and data recording on every commercial jet in production. These mission-critical systems ensure smooth take-off and landing, as well as monitoring of flight operations. On helicopters, Curtiss-Wright's rotor ice protection system senses and removes icy build-up on rotor blades to enable safe flight during severe weather conditions. And on the racetrack, highly customized sensors provide Formula 1 racecars with superior steering, suspension, gearbox and accelerator controls.

[Left] Curtiss-Wright's digital fire-control computer on the U.S. Army's M1A2 Abrams main battle tank stabilizes the tank's turret for target accuracy while traveling over rough terrain. This technology enables gunners to "fire on the fly" rather than requiring the tank to "stop, drop and shoot."

[Right] To address the threat posed to service personnel and civilians in overseas operations by buried unexploded ordnance, Curtiss-Wright provides the U.S. Army with innovative step frequency antenna and GeoScope Ground Penetrating Radar (GPR) processing solutions.



Metal Treatment

Laser peening takes the centuries old metal peening concept to a new level of performance. Instead of using metal, ceramic or glass shot, the peening is accomplished with bursts of laser energy precisely directed at specific portions of a component. The laser beam directs a brief pulse of energy, equivalent in power to the instantaneous output of a nuclear power plant, at the component. Shock waves created by the laser beam compress the metal surface, strengthening its resistance to cracking and corrosion. This proprietary laser technology has just begun to set performance standards in the commercial market. For example, laser peening is used to form the complex curvatures of wing sections on Boeing's new 747-8, which will help achieve the improved aerodynamics of this aircraft design.

To expand our portfolio of sophisticated metallurgical processes, Curtiss-Wright is pioneering solid film lubricant (SFL) coating technology. Used across industry sectors, these coatings protect components against adverse operating conditions such as high temperatures, extreme loads, corrosion, wear, friction and abrasion. The company also specializes in applying parylene coatings to medical devices, including rubber/silicone seals and wire-forming mandrels used in the manufacture of catheters, as well as for niche electronic, oil and gas, and general industrial parts.

[Right] Curtiss-Wright provides laser peening services on the Rolls-Royce Trent 1000 turbine engine, which is a power plant for the Boeing 787 aircraft.

[Below] A 100-foot-long lower wing skin for the A380 aircraft being readied for shot peening. Curtiss-Wright shot peen forms all the wing skins on Airbus commercial aircraft.

Partnerships

The development of long-term relationships with our customers is a critical part of our business mission. We serve a broad spectrum of customers, helping them to develop innovative solutions to difficult challenges. It is common for us to become involved in the concept, design and development stages of our customers' products.

Leveraging the engineering expertise and rigorous requirements of military and nuclear markets to critical applications in the oil and gas market, Curtiss-Wright is expanding its technological leadership in new markets, such as deep-sea oil recovery. In partnership with Petrobras, Brazil's international energy company, and Leistritz Corporation, a manufacturer of specialized displacement pumps, Curtiss-Wright is developing a state-of-the-art, submerged, canned electric motor and multiphase pumping system for deep-sea oil recovery. And through a joint venture, Curtiss-Wright is combining its expertise in rugged, highly reliable, hermetically sealed motors and power distribution and control products with Cameron International's long-standing leadership in subsea capabilities to market and supply subsea multiphase pumping systems to the global deepwater oil industry.

The development of next-generation carrier launching and capture systems for aircraft is an example of a number of suppliers working in partnership to provide the most innovative system. Curtiss-Wright's expertise in electric motors and permanent magnets is integral to the development of the Advanced Arresting Gear (AAG) through energy absorption for the tailhook cables and the Electro-Magnetic Aircraft Launch System (EMALS) energy storage rotors.

[Above right] The energy-absorber electric motor Curtiss-Wright is supplying for the Advanced Arresting Gear (AAG) system rapidly transfers kinetic energy out of an aircraft to bring it to a stop on the carrier deck, with the electric motor absorbing the powerful kinetic energy. The motor will also control the arresting cable tension to avoid unwanted force on the aircraft.

[Right] Curtiss-Wright's state-of-the-art subsea pumping system — developed in conjunction with industry leaders Petrobras and Cameron International — will significantly speed the rate of oil production while reducing maintenance and the associated costs due to its canned pump technology.

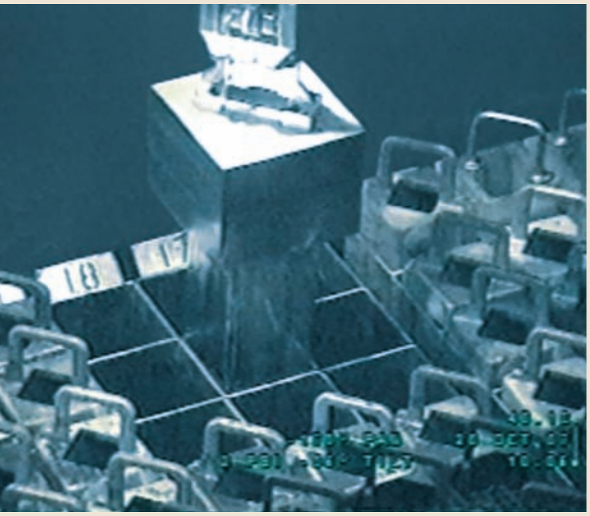
Intrinsic Value

For our shareholders and employees, Curtiss-Wright's diversification over the past decade has added significantly to the company's intrinsic value, fueling balanced, profitable growth. The company's strategy is to focus on highly engineered products serving mission-critical markets so that we best employ our expertise in performance innovation and superior reliability. While investments in organic product and service innovations drive growth, strategic acquisitions improve our ability to expand in the markets we serve and position us for strong forward growth.

To support our customers, during the past decade we acquired nearly 50 businesses. These acquisitions have enabled us to diversify our portfolio into other high-performance market applications, such as commercial nuclear power and oil and

The P-8A Poseidon multi-mission maritime aircraft is a long-range surveillance and reconnaissance aircraft being developed by The Boeing Company for the U.S. Navy. Curtiss-Wright is supplying specialized actuators for the weapons bay door drive system, which opens and closes large doors installed on the bottom of the aircraft.

Curtiss-Wright's portfolio of nuclear technologies positions the company as a leading authority and supplier of critical technologies needed to maintain the efficient, safe operation of commercial nuclear power plants around the world.



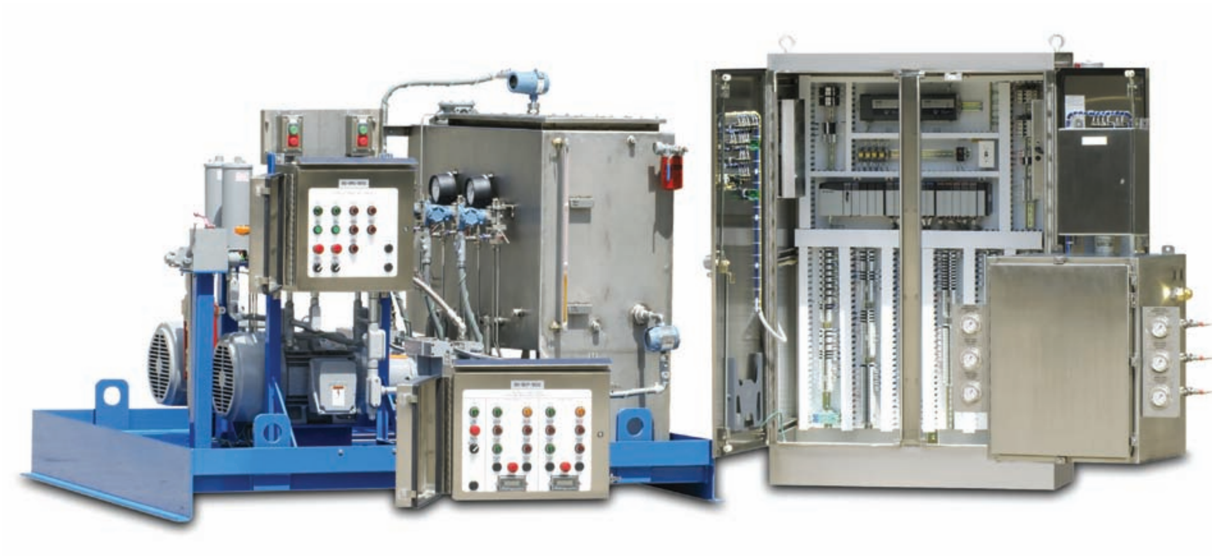
The uncertain long-term storage solution for spent nuclear fuel poses a distinct challenge to operators of the 104 U.S. nuclear power plants. Currently, operators must store spent fuel on-site in above-ground dry storage casks or submerged in spent fuel pools.

To help meet this challenge, we enhanced our spent fuel management solutions through the acquisition of Northeast Technology Corporation (NETCO).

NETCO is a recognized expert in neutron-absorber materials and provides unique spent fuel pool products, services and analysis. Its Snap-In™ insert is a patented neutron-absorber product that extends the life of spent fuel pools and addresses regulatory requirements related to the safe operation of nuclear power plants.

We provide product and service solutions that address the degradation of neutron-absorbing materials in spent nuclear fuel storage racks in addition to numerous analytical services related to nuclear fuel and storage. As a leader in the design analysis of spent fuel racks, Curtiss-Wright provides criticality, thermal and shielding analysis in addition to plant safety, reactor physics, fuel management and licensing support. We also supply a variety of software products used to determine the validity of the neutron absorbers in spent fuel pools and aid utilities in loading spent fuel storage casks.

Spent fuel management is a fast growing market, and Curtiss-Wright is well positioned to aggressively pursue this growth opportunity with ready-for-market products and a strong platform for the development of new, highly engineered technologies aimed at delivering profound value to our customers in the global nuclear power market.



gas; expanded our reach in the defense market from aviation into ground platforms; and enhanced our technology portfolio from primarily mechanical to include electro-mechanical and electronic products and systems. Evolving from a customized component supplier to an integrated system supplier provides value to our customers, who demand reliability and performance. For instance, with the acquisition of DeltaValve, followed by that of Valve Systems and Controls, we are able to offer a total system solution to the delayed coking market that is revolutionary in its performance and automation.

Looking Ahead

Curtiss-Wright has changed dramatically over the past 80 years, and no doubt we will do so again over the next 80 years. We are confident that we are well positioned in our major markets to deliver superior products and services to our customers, and we are committed to the evolution of our technologies over time to better meet the needs of our customers. Diversity, commitment to excellence and dedication to the spirit of pioneering innovation will continue to spur the employees of Curtiss-Wright to soar to new heights.

[Above] The success of Curtiss-Wright products for the delayed coking process has stimulated demand for other technological advances, including our controls and automation systems, that manage coker operations and safety interlocks to provide remote control of the coking process. These integrated solutions optimize operations and enhance safety for our customers.

[Below] Curtiss-Wright is producing reactor coolant pumps for the first AP1000 nuclear plants to be built. Construction is well underway at two sites in Haiyang and Sanmen, China, and the first plant is on schedule to begin operating in 2016.

Segment Information

Flow Control

The Flow Control segment specializes in the design and manufacture of highly engineered valves, pumps, motors, generators, electronics, systems and related products that regulate the flow of liquids, gases and vapors in severe service environments. Divisions include:

Electro-Mechanical Systems

High-performance pumps, motors, generators, power conditioning electronics, electronic control integration and protection solutions for defense, power generation, oil and gas, and general industrial markets.

Commercial Power Services

Design, manufacture, distribution and qualification of critical components and related services for new build and operating commercial nuclear power plants, fossil-fuel power plants, hydroelectric energy producers and the U.S. Department of Energy.

Oil & Gas Systems

Design and manufacture of valves, vessel products, valve automation and control systems, coke unheading systems and fluidic catalytic cracking unit components for the oil and gas refining market.

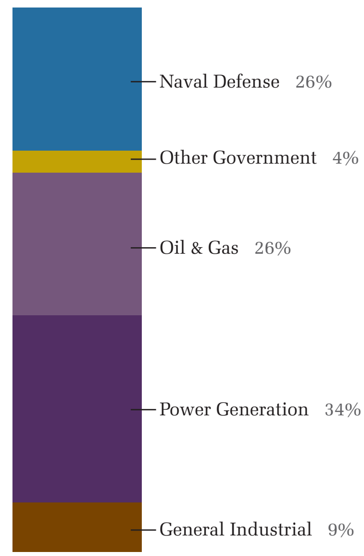
Valve Systems

Specialized valve solutions and web-enabled software that control the flow of liquids and gases and prevent over-pressurization of vessels, pipelines and equipment for defense, power generation, process and general industrial markets; shipboard helicopter handling systems for military applications.

Control Systems

Electronic instrumentation and control equipment, including custom and commercial-off-the-shelf electronic circuit boards and systems for defense and processing markets.

Sales by Market



Motion Control

The Motion Control segment integrates complex elements for use in flight control, actuation, sensing and electronic computing system applications. Divisions include:

Embedded Computing

Ruggedized custom and commercial-off-the-shelf electronic boards and subsystems for high-density data processing as well as custom software design and hardware manufacturing for aerospace, ground and naval defense markets.

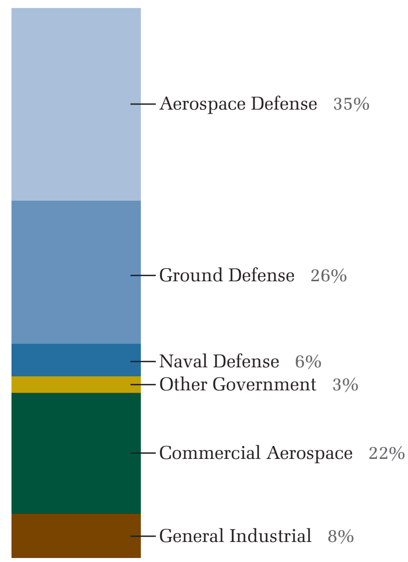
Engineered Systems

Flight control actuation components and systems; weapons handling systems; utility actuation; military vehicle turret aiming and stabilization; suspension systems for military vehicles and high-speed trains; rotary sensors; pilot controls for defense, commercial and industrial markets.

Integrated Sensing

Position, pressure and temperature sensors; smoke and ice detection sensors; solenoids and solenoid valves; air data computers; flight data recorders; joysticks for defense aerospace, commercial aerospace and industrial markets.

Sales by Market



Metal Treatment

The Metal Treatment segment performs metal finishing services that enhance the performance and extend the life of critical components utilized in aerospace, automotive/transportation, power generation and general industrial markets. The four surface treatment technologies include:

Shot Peening

Round metallic or ceramic balls are directed at a metal component in a controlled manner to impart a beneficial compressive stress layer on the surface that improves the fatigue resistance and durability of the part. Shot peening is also used to shape the complex aerodynamic curvatures of the wing skins of commercial and business aircraft.

Laser Peening

A high-energy laser beam generates shock waves at the surface of a part to impart a layer of beneficial compressive stress that is four times deeper than can be achieved by traditional metal treatment processes.

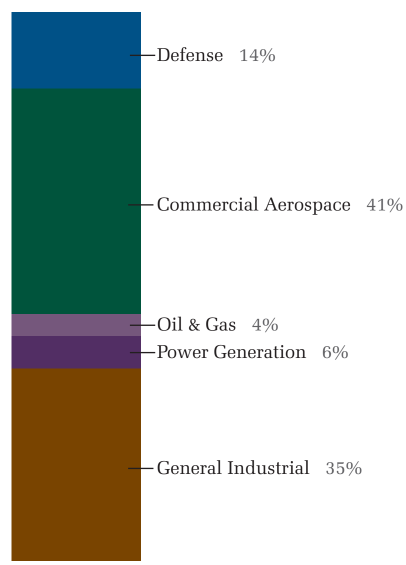
Specialty Coatings

Solid film lubricant and zinc-rich coating services provide sliding wear, anti-seizing and corrosion resistance in automotive/transportation, commercial aerospace and defense applications. Parylene coating services provide lubricity, moisture barrier resistance and biocompatibility in medical device and electronic applications.

Thermal Treatment

Air, inert gas and vacuum furnaces are used to expose metal parts to controlled time and temperature cycles to improve their overall strength, ductility and other mechanical properties.

Sales by Market



Segment Financial Information

Twelve months ended December 31, (In millions; unaudited)	**2009**	2008	Change
Sales			
Flow Control	**$985.2**	$971.7	1.4%
Motion Control	**621.0**	594.4	4.5%
Metal Treatment	**203.5**	264.0	(22.9%)
Total Sales	**$1,809.7**	$1,830.1	(1.1%)
Operating Income			
Flow Control	**92.7**	102.4	(9.4%)
Motion Control	**80.9**	60.4	34.1%
Metal Treatment	**19.9**	52.1	(61.9%)
Total Segments	**193.6**	214.9	(9.9%)
Corporate and Other	**(24.2)**	(18.3)	32.2%
Total Operating Income	**$169.3**	$196.6	(13.9%)
Operating Margins			
Flow Control	**9.4%**	10.5%	(110) bps
Motion Control	**13.0%**	10.2%	280 bps
Metal Treatment	**9.8%**	19.7%	(990) bps
Total Segments	**10.7%**	11.7%	(100) bps
Consolidated Margin	**9.4%**	10.7%	(130) bps

Note: 2008 segment financial data has been reclassified to conform with our 2009 financial statement presentation. In addition, amounts may not add to the total due to rounding.

Historical Financial Performance

Five-Year Review

For the years ended December 31, (In millions, except per share data; unaudited)	**2009**	2008	2007	2006	2005
Performance					
Net sales	**$1,809.7**	$1,830.1	$1,592.1	$1,282.2	$1,130.9
Earnings before interest, taxes, depreciation and amortization	**246.8**	272.4	244.3	191.3	186.1
Net earnings	**95.2**	109.4	104.3	80.6	75.3
Cash flow from operations	**196.6**	179.8	139.1	143.9	105.2
Earnings per share[1]					
Basic	**$2.10**	$2.45	$2.35	$1.84	$1.74
Diluted	**2.08**	2.41	2.32	1.82	1.72
Dividends per share[1]	**0.32**	0.32	0.28	0.24	0.20
Return on sales	**5.3%**	6.0%	6.6%	6.3%	6.7%
Return on invested capital[2]	**8.1%**	9.5%	10.3%	9.9%	9.6%
New orders	**$1,730.5**	$2,232.1	$1,870.4	$1,333.0	$1,261.2
Backlog at year end	**$1,626.9**	$1,679.2	$1,303.8	$875.5	$805.6
Year-end financial position					
Working capital	**$313.2**	$350.0	$359.6	$330.5	$269.0
Current ratio	**1.6 to 1**	1.8 to 1	1.9 to 1	2.1 to 1	2.2 to 1
Total assets	**$2,142.0**	$2,042.0	$1,985.6	$1,592.2	$1,400.3
Total debt	**$465.1**	$516.7	$511.9	$364.9	$364.9
Stockholders' equity	**$1,026.8**	$866.8	$914.8	$762.1	$638.2
Stockholders' equity per share [1]	**$22.50**	$19.23	$20.51	$17.31	$14.68
Other year-end data					
Free cash flow [3]	**$120.9**	$76.2	$84.7	$103.7	$62.7
Depreciation and amortization	**$76.5**	$74.3	$62.7	$50.8	$47.9
Capital expenditures	**$75.6**	$103.7	$54.4	$40.2	$42.4
Shares of stock outstanding at December 31, [1] [4]	**45,624**	45,065	44,593	44,023	43,492
Number of registered shareholders	**5,797**	6,193	6,331	6,762	7,069
Number of employees	**7,572**	7,968	7,471	6,233	5,892

Note: Amounts may not add to the total due to rounding.

(1) Per share data for all years have been adjusted to reflect a 2-for-1 stock split on April 21, 2006, and December 17, 2003. CW Class B shares, which were converted to CW common shares in May 2005, have the same split and dividend history as the CW common shares.

(2) Return on invested capital is net operating profit after tax over average net debt plus equity.

(3) Free cash flow is defined as net cash flow provided by operating activities less capital expenditures.

(4) In 2001, CW issued Class B Common Stock, which was converted to Common Stock in 2005.

Stock Price Range

Common	**2009**		2008	
	High	**Low**	High	Low
First quarter	**$36.06**	**$22.62**	$50.16	$37.65
Second quarter	**33.20**	**27.33**	52.96	41.30
Third quarter	**36.67**	**27.52**	56.07	41.62
Fourth quarter	**35.20**	**27.97**	45.37	24.80

Dividends per Share

Common	**2009**	2008
First quarter	**$0.08**	$0.08
Second quarter	**0.08**	0.08
Third quarter	**0.08**	0.08
Fourth quarter	**0.08**	0.08

Report of Independent Registered Public Accounting Firm

To the Board of Directors and Shareholders of Curtiss-Wright Corporation

Parsippany, New Jersey

We have audited the consolidated balance sheets of Curtiss-Wright Corporation and subsidiaries (the "Company") as of December 31, 2009 and 2008, and the related consolidated statements of earnings, stockholders' equity and cash flows for each of the three years in the period ended December 31, 2009. Such consolidated financial statements and our report thereon dated February 23, 2010, expressing an unqualified opinion (which are not included herein) appear under Item 8 of the Company's Annual Report on Form 10-K for the year ended December 31, 2009. The accompanying condensed consolidated financial statements are the responsibility of the Company's management. Our responsibility is to express an opinion on such condensed consolidated financial statements in relation to the complete consolidated financial statements.

In our opinion, the information set forth in the accompanying condensed consolidated balance sheets as of December 31, 2009 and 2008, and the related condensed consolidated statements of earnings and of cash flows for each of the three years in the period ended December 31, 2009, is fairly stated in all material respects in relation to the consolidated financial statements from which it has been derived.

Deloitte & Touche LLP

Parsippany, New Jersey
February 23, 2010

Condensed Consolidated Statements of Earnings

For the years ended December 31, (In thousands, except share and per share data)	**2009**	2008	2007
Net sales	**$1,809,690**	$1,830,140	$1,592,124
Cost of sales	**(1,214,159)**	(1,214,061)	(1,068,500)
Gross profit	**595,531**	616,079	523,624
Research and development costs	**(54,645)**	(49,615)	(47,929)
Selling expenses	**(106,187)**	(107,308)	(92,129)
General and administrative expenses	**(265,380)**	(262,594)	(204,382)
Operating income	**169,319**	196,562	179,184
Interest expense	**(25,066)**	(29,045)	(27,382)
Other income	**1,006**	1,585	2,369
Earnings before income taxes	**145,259**	169,102	154,171
Provision for income taxes	**(50,038)**	(59,712)	(49,843)
Net earnings	**$95,221**	$109,390	$104,328
Net earnings per share:			
Basic earnings per share	**$2.10**	$2.45	$2.35
Diluted earnings per share	**$2.08**	$2.41	$2.32
Weighted average shares outstanding:			
Basic	**45,237**	44,716	44,313
Diluted	**45,695**	45,374	44,979

Condensed Consolidated Balance Sheets

At December 31, (In thousands, except share data)	**2009**	2008
Assets		
Current assets		
Cash and cash equivalents	**$65,010**	$60,705
Receivables, net	**404,539**	395,659
Inventories, net	**285,608**	281,508
Deferred tax assets, net	**48,777**	37,314
Other current assets	**33,567**	26,833
Total current assets	**837,501**	802,019
Property, plant and equipment, net	**401,149**	364,032
Goodwill	**648,452**	608,898
Other intangible assets, net	**242,506**	234,596
Deferred tax assets, net	**1,994**	23,128
Other assets	**10,439**	9,357
Total assets	**$2,142,041**	$2,042,030
Liabilities		
Current liabilities		
Current portion of long-term debt and short-term debt	**$80,981**	$3,249
Accounts payable	**129,880**	140,954
Accrued expenses	**90,855**	103,973
Income taxes payable	**4,212**	8,213
Deferred revenue	**167,683**	138,753
Other current liabilities	**50,708**	56,542
Total current liabilities	**524,319**	451,684
Long-term debt	**384,112**	513,460
Deferred tax liabilities, net	**25,549**	26,850
Accrued pension and other postretirement benefit costs	**120,930**	125,762
Long-term portion of environmental reserves	**18,804**	20,377
Other liabilities	**41,570**	37,135
Total liabilities	**1,115,284**	1,175,268
Contingencies and Commitments		
Stockholders' equity		
Common stock, $1 par value, 100,000,000 shares authorized at December 31, 2009 and 2008; 48,213,472 and 47,903,187 shares issued at December 31, 2009 and 2008, respectively; outstanding shares were 45,624,179 at December 31, 2009 and 45,064,839 at December 31, 2008	**48,214**	47,903
Additional paid-in capital	**111,707**	94,500
Retained earnings	**980,590**	899,928
Accumulated other comprehensive loss	**(19,605)**	(72,551)
	1,120,906	969,780
Less: Common treasury stock, at cost (2,589,293 shares at December 31, 2009, and 2,838,348 shares at December 31, 2008)	**(94,149)**	(103,018)
Total stockholders' equity	**1,026,757**	866,762
Total liabilities and stockholders' equity	**$2,142,041**	$2,042,030

Condensed Consolidated Statements of Cash Flows

For the years ended December 31, (In thousands)	**2009**	2008	2007
Cash flows from operating activities			
Net earnings	**$95,221**	$109,390	$104,328
Adjustments to reconcile net earnings to net cash provided by operating activities:			
Depreciation and amortization	**76,480**	74,251	62,699
Net loss on sales and disposals of long-lived assets	**1,917**	804	388
Gain on bargain purchase	**(1,937)**	–	–
Deferred income taxes	**(6,470)**	(6,370)	(8,144)
Share-based compensation	**15,264**	13,663	10,912
Changes in operating assets and liabilities, net of businesses acquired and disposed of:			
Decrease (increase) in receivables	**9,250**	(20,230)	(63,998)
Decrease (increase) in inventories	**17,819**	(46,564)	(50,290)
(Decrease) increase in progress payments	**(8,573)**	8,227	(2,274)
(Decrease) increase in accounts payable and accrued expenses	**(30,565)**	8,582	31,078
Increase in deferred revenue	**28,724**	33,332	53,065
Increase (decrease) in income taxes payable	**(11,326)**	(4,044)	(6,020)
(Decrease) increase in net pension and postretirement liabilities	**19,654**	11,416	5,540
Decrease (increase) in other current and long-term assets	**2,319**	2,250	(2,668)
(Decrease) increase in other current and long-term liabilities	**(11,198)**	(4,886)	4,520
Total adjustments	**101,358**	70,431	34,808
Net cash provided by operating activities	**196,579**	179,821	139,136
Cash flows from investing activities			
Proceeds from sales and disposals of long-lived assets	**3,789**	8,143	174
Acquisitions of intangible assets	**(673)**	(311)	(3,722)
Additions to property, plant and equipment	**(75,643)**	(103,657)	(54,433)
Acquisition of businesses, net of cash acquired	**(68,623)**	(48,557)	(289,348)
Net cash used for investing activities	**(141,150)**	(144,382)	(347,329)
Cash flows from financing activities			
Borrowings of debt	**711,059**	598,000	751,500
Principal payments on debt	**(762,759)**	(622,580)	(604,560)
Proceeds from exercise of stock options	**10,557**	9,905	9,661
Dividends paid	**(14,559)**	(14,381)	(12,440)
Excess tax benefits from share-based compensation	**378**	1,544	2,590
Net cash (used for) provided by financing activities	**(55,324)**	(27,512)	146,751
Effect of exchange-rate changes on cash	**4,200**	(13,742)	3,445
Net increase (decrease) in cash and cash equivalents	**4,305**	(5,815)	(57,997)
Cash and cash equivalents at beginning of year	**60,705**	66,520	124,517
Cash and cash equivalents at end of year	**$65,010**	$60,705	$66,520
Supplemental disclosure of investing activities			
Fair value of assets acquired from acquisitions	**$81,103**	$133,159	$315,842
Additional consideration paid (received) on prior year acquisitions	**1,835**	(1,447)	9,433
Liabilities assumed from current year acquisitions	**(12,102)**	(75,156)	(35,706)
Cash acquired	**(276)**	(7,999)	(221)
Gain on bargain purchase	**(1,937)**	–	–
Acquisition of businesses, net of cash acquired	**$68,623**	$48,557	$289,348

Company Information

Directors

Martin R. Benante
Chairman of the Board of Directors

S. Marce Fuller
Former President and
Chief Executive Officer of
Mirant Corporation, Inc. (formerly
known as Southern Energy, Inc.)
Director, Earthlink, Inc.

Dr. Allen A. Kozinski
Former Vice President of Global
Refining of British Petroleum PLC

Carl G. Miller
Former Chief Financial Officer
of TRW, Inc.

William B. Mitchell
Trustee, Mitre Corporation
Former Vice Chairman of Texas
Instruments Inc.

John R. Myers
Former Chairman and
Chief Executive Officer of
Tru-Circle Corporation
Management Consultant
Former Chairman of the Board of
Garrett Aviation Services

John B. Nathman
Admiral, U.S. Navy (Ret.)

Dr. William W. Sihler
Ronald E. Trzcinski Professor of
Business Administration,
Darden Graduate School of Business
Administration, University of Virginia

Albert E. Smith
Director, Tetra Tech, Inc.
Former Executive Vice President and
Officer of Lockheed Martin Corporation

Officers

Martin R. Benante
Chief Executive Officer

David C. Adams
Co-Chief Operating Officer

David J. Linton
Co-Chief Operating Officer

Glenn E. Tynan
Vice President and
Chief Financial Officer

Michael J. Denton
Vice President,
General Counsel and
Corporate Secretary

Harry Jakubowitz
Vice President and
Treasurer

Glenn Coleman
Vice President and
Corporate Controller

On August 22, 1929, Curtiss-Wright Corporation joined the New York Stock Exchange. Eighty years later, as one of fewer than 20 companies still trading under its original listing, Curtiss-Wright commemorated the achievement by ringing The Closing Bell® at the Exchange in 2009.

From left: NYSE Representative; Glenn Tynan, Chief Financial Officer; David Linton, Co-Chief Operating Officer; Martin Benante, Chairman & CEO; Dave Adams, Co-Chief Operating Officer; Alexandra Deignan, Director, Investor Relations; and Tom Quinly, President, Curtiss-Wright Controls.

Shareholder Information

Corporate Headquarters

10 Waterview Boulevard, 2nd Floor
Parsippany, New Jersey 07054
www.curtisswright.com
Tel: (973) 541-3700

Annual Meeting

The 2010 annual meeting of stockholders will be held on May 7, 2010, at 10:00 a.m., at the Parsippany Sheraton Hotel, 199 Smith Road, Parsippany, New Jersey 07054.

Stock Exchange Listing

The Corporation's common stock is listed and traded on the New York Stock Exchange under the symbol CW.

Common Shareholders

As of December 31, 2009, the approximate number of holders of record of common stock, par value of $1.00 per share of the Corporation, was 5,797.

Forward-Looking Statements

This brochure contains not only historical information, but also forward-looking statements regarding expectations of future performance of the Corporation. Forward-looking statements involve risk and uncertainty. Please refer to the Corporation's 2009 Annual Report on Form 10-K for a discussion relating to forward-looking statements contained in this brochure and risk factors that could cause future results to differ from current expectations.

Stock Transfer Agent and Registrar

For services such as changes of address, replacement of lost certificates or dividend checks, and changes in registered ownership, or for inquiries as to account status, write to American Stock Transfer & Trust Company at 59 Maiden Lane, New York, New York 10038. Please include your name, address and telephone number with all correspondence. Telephone inquiries may be made to (800) 937-5449 or (212) 936-5100 internationally. Internet inquiries should be directed to www.amstock.com. Hearing-impaired shareholders are invited to log on to the website and select the Live Chat option.

Direct Stock Purchase Plan/ Dividend Reinvestment Plan

A plan is available to purchase or sell shares of Curtiss-Wright common stock. The plan provides a low-cost alternative to the traditional methods of buying, holding and selling stock. The plan also provides for the automatic reinvestment of Curtiss-Wright dividends. For more information, contact our transfer agent, American Stock Transfer & Trust Company, toll-free at (877) 854-0844.

Investor Information

Investors, stockbrokers, security analysts and others seeking information about Curtiss-Wright Corporation should contact Alexandra M. Deignan, Director of Investor Relations, at the Corporate Headquarters.

Shareholder Communications

Any interested party wishing to communicate directly with our Board of Directors should write to Dr. William W. Sihler at Southeastern Consultants Group, LTD, P.O. Box 5645, Charlottesville, Virginia 22905.

Financial Reports

This brochure includes some of the periodic financial information required to be on file with the Securities and Exchange Commission. The Corporation also files an Annual Report on Form 10-K, a copy of which may be obtained free of charge. These reports, as well as additional financial documents such as proxy statements and quarterly reports on Form 10-Q, may be obtained by written request to Alexandra M. Deignan, Director of Investor Relations, at the Corporate Headquarters, or at the Corporation's website, www.curtisswright.com.

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CURTISS-WRIGHT CORPORATION

INCORPORATED UNDER THE LAWS OF THE STATE OF DELAWARE

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