

The Heinkel He-111's sleek lines mask the plane's capability and versatility as a medium bomber. This aircraft was classified as a passenger/mail plane to circumvent limits imposed on German rearmament by the Treaty of Versailles. Designed in the early 1930s, production began in November 1936. Almost from its introduction, the He-111 was engaged in combat; early model He-111s served in Spain with the infamous "Condor Legion" in support of Nationalist forces during the Spanish Civil War.



The He-111 was well liked by its crews and despite its relatively light defensive armament, was able to fend off enemy fighter attacks and return to base with heavy damage. The He-111 was also very adaptable. He-111s were used to launch V-1 "Buzz Bombs", transport men and equipment as well as drop paratroopers. A five-engine variant, the He-111Z, was even produced to tow combat gliders.

Roughly 7,000 He-111s (in various models) were produced and operated extensively around the world for more than two decades. He-111s were shipped to China, Romania, Hungary, Slovakia, Spain, Turkey and Bulgaria. Beginning in 1943, Spain received approximately 100 He-111s as a gift from Nazi Germany and produced 130 copies. Initially, these Spanish built He-111s, known as CASA 2.111s, were fitted with German engines. However, between 1953 and 1956, Spain purchased 173 Rolls-Royce Merlin engines and fitted them to the seventy remaining airframes.

The Museum's 2.111E was manufactured as B2-H-155 in 1950, but due to a lack of engines was put into storage. In 1956, it was modified to photographic and map making configuration and fitted with Merlin engines. It was accepted by the Spanish Air Force on December 14, 1956 as B2-I-27, to serve with the Spanish Air Force Cartographic Group. In 1968, it was painted in German colors and used in the film "Battle of Britain". From 1970 to

