

Bukhara from the history of the events of the organization of the air fleet of modern new technology and the introduction of aircraft

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Abstract. In 1920-1924, the activities carried out in Bukhara regarding the establishment of the air fleet and the establishment of airplane traffic were covered through the analysis of primary sources and literature. The discovery of airplanes as a means of transport and the beginning of their use is related to the history of countries in Europe such as France and Germany. In 1924, a total of 1,000 passengers, 200 kg of mail, and 5 tons of cargo were transported by air in our country. The history of the establishment of the air fleet and the arrival of the first airplanes in Turkestan dates back to the first decade of the 20th century. On March 28-29, 1912, the pilot Sedov flew over Tashkent in his plane, and on March 29, 4 women and 3 men flew over Tashkent. The guests who visited Tashkent also flew in an airplane and watched the city view from above. The article serves to improve state programs aimed at creating a new generation of history textbooks and training manuals, writing fundamental works, organizing special courses, and implementing socio-economic and cultural innovations.

1 Introduction

At the current stage, the development of all countries in the world cannot be imagined without the development of technology and technology and modern transport [1-11]. Thanks to the technical discoveries in the history of mankind, the socio-economic, cultural and household innovations that are happening in all corners of the world are rapidly entering the world community. According to sociologists, the greatest number of technical discoveries occurred in the 19th and 20th centuries. P.A. Sorokin, one of the founders of the civilizational periodization of the history of mankind, noted that a large number of discoveries took place in the 19th century: "The discoveries and innovations of the 19th century alone are more than all the discoveries of the previous centuries combined. "In this century, 8527 discoveries were made [2,542]," he wrote.

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2 Materials and methods

Methods and methods such as historicity, chronological systematicity, periodicity, historical-logical approach, analysis and synthesis, comparative analysis were used in writing the article.

1. a) Universal: observation, experiment, analysis, synthesis, hypothesis promotion, induction, deduction, analogy, classification, systematization;

b) Private-scientific: hermeneutic-pedagogical, axio-pedagogical, reflexive-pedagogical.

2. Organizing seminars, trainings, scientific research, working in archives, meetings with pedagogues-scientists, scientific discussions, lectures and conversations.

3. Technical and informational means - collecting information from radio, television, providing materials, using computer, international communication system internet service, entering data.

4. Use of interactive methods: "Conceptual table", "T-chart", "Venn diagram", "Cluster", "Brainstorming", "Case study" technology, etc.

3 Results and discussion

The history of the discovery of airplanes as a means of transport and the beginning of their use is related to the history of countries in Europe such as France and Germany. Air transport routes were created in these developed countries in 1920-1921. In 1924, a total of 1,000 passengers, 200 kg of mail, and 5 tons of cargo were transported [3,256] by air transport in our country. However, the history of the establishment of the air fleet and the arrival of the first aircraft in Turkestan dates back to the first decade of the 20th century. During the period of the Bukhara Emirate, in the Levin printing house in New Bukhara (Kogon), the first local newspaper printed in the Persian-Tajik language under the name "Bukharoi-sharif" was published on April 4, 1912, in the 21st issue: "Sedov's plane is in Tashkent" (fig. 1). In it: "On March 28-29, 1912, pilot Sedov flew his plane in Tashkent, on March 29, 4 women and 3 men flew over Tashkent in an airplane. The guests who visited Tashkent also flew in an airplane and watched the view of the city from above. [5,116] Based on the above information, it can be said that the airplane was known to Turkestans since 1912 as a new technical device for flying in the air.

It is known that on September 2, 1920, the emirate regime was overthrown in Bukhara. One of the reasons for the defeat of the emir in Bukhara is that he has backward military equipment. For the commander of the Turkish front MVFrunze against the emir of Bukhara, 5 bronepoets, 5 branetanks and 11 military planes, which were considered new military equipment at that time, were useful for the victory of the Red Army. The aircraft that took off from the airfield near Kogon (New Bukhara) were of brands such as "Farman", "Farcel", "Sopwich", "Newor", "Bauzen" and "Albatross", and they were mainly manufactured in France and Germany. The bombardment of the city for three days and three nights terrified the people who were completely unaware of this technique, many families went into their houses and hid. These planes could fly low at a speed of 120-150 km per hour. Each plane pilot made 8-10 flights and destroyed the Ark Fortress, Sitorai Moxi-Hossa Palace, Minorai Kalon and other monuments of Bukhara by dropping bombs, civilians. bombs were also dropped on it.[7,97]



Fig.1. The original form of the Sedof building is preserved on Mirzo Ulugbek Street in Tashkent.

On September 14, 1920, the government of the Soviet of People's Supervisors of the USSR was established in place of the Bukhara Emirate. This government pursued a policy of improving the material and household life of the people and ensuring modern social development by applying new techniques to life. Since 1921, this government has taken measures to bring civil and military aircraft (airplanes, cars) to Bukhara. Sources indicate that the struggle to create an air fleet in the USSR was intense. In the periodical press, there is no need to even think about the fact that the aircraft should be in Bukhara, let us have an air fleet.[8,57] However, the members of the government led by Faizulla Khojayeov brought planes to Bukhara and took all necessary measures to start their flights. First of all, the importance of the air fleet in connecting mutual relations with the neighboring Turkestan ASSR, the USSR, and Russia, strengthening trade relations, and strengthening military defense was considered. In the republic, from the end of 1921, in 1922-1923, the "Air Fleet Assistance" Commission, "Red Air Fleet Cell", "Air Fleet Assistance Society", "Air Ready Society", "Air Fleet Company", "Friends of the Air Fleet" volunteer and government associations, such as "Help Society", "Friends of Young Airmen" .[6,29] Fayzulla Khojayeov held talks with the leaders of the USSR government in Moscow (Russia) and asked for permission to purchase 4 Junkers German tanks for Bukhara. He conveyed to the leaders of the "Center" that it is necessary for the USSR to start flights on the routes Bukhara-Khiva, Bukhara-Tashkent, Bukhara-Dushanbe, Bukhara-Termiz, Bukhara-Moscow. 35 million gold soums were promised from the center to build airfields (airport) in Bukhara," wrote the newspaper "Ozod Bukhara".[5,216] It was reported that 1 trillion soums were collected during the air fleet week of July 1923, 20 airplanes were purchased from abroad, and a part of these imported airplanes will be given to the governments of Turkestan, Kyrgyzstan, Siberia, and the Far East. The members of the "Friends of the Air Fleet" reached 300,000, and 85,000 soums were collected in Serpukhova and 300,000 soums in Egorovsk . On July 15, 1923, an airplane service was launched on the Moscow-Nizhny Novgorod route. At the end of 1923, the Kyiv-Kharkov-Moscow air route will be opened," Bukhara News wrote.[9, 59] In Bukhara, a fund-raising company for opening an air fleet was started, and in 1923, employees of the "Nifat" company collected 3018 soums for the benefit of the air fleet. 18,375 soums were collected from two theater shows. 5,802 soums were collected from the sale of various paintings, 4,505 soums from events at the public house, and 1,421 soums from horse -play performances.[11,127] A lot of money was collected during the "Aid to the Air Fleet" week held in Bukhara on August 5-12, 1923. In particular, with gold - 235 soums 50 tiyani, with silver - 233 soums 25 tiyani, Bukhara coin - 25 pieces , Afghan rupee - 4 pieces, with Russian money of 1923, 318792 soums were collected. 20,000 Russian money and 160

pounds of grain were given from Khojajahan district, while the Kogon commission handed over 130,000 soums in Russian money, 112 soums and 50 coins in gold. Until the middle of September 1923, 38,716 soums of paper money, 317 soums of gold, and 234 soums of silver were collected for the benefit of the air fleet. Shahrissabz, Sherabad, Karshi, Karmina trade unions also collected a lot of funds, wrote "Bukhara News". [10,34] In addition, the Voluntary Air Fleet Company in Bukhara received a loan of 200,000 soums from the Central Asian Commercial Bank. The government of the USSR and the cotton committee gave 50,000 soums for the benefit of the air fleet, and also received a loan of 35 million soums for the construction of the Bukhara-Dushanbe airfield (airport). In order to create an air fleet in Bukhara, extensive campaigning and promotion work was carried out among the people, appeals and appeals were received, speeches were made through mass media (radio, newspaper). In campaigns and campaigns, if German airplanes of the Junkers-V brand are purchased, the city of Bukhara will be able to connect easily and comfortably through the cities of Dushanbe, Khiva, Tashkent, Almaty, and Moscow, and the distance between Khiva and Bukhara will be covered twice a week, i.e. 480 miles can be covered in 3.5 hours (7-8 days journey by horse and cart), planes can travel 120-140km/h with 100-150 passengers, 85 horsepower, Bukhara-Dushanbe The main emphasis is on the fact that it will be a 4.5-hour journey, and that aircraft can fly up to 5 thousand miles (1 mile 950-1000 meters) without landing on the ground.[7,35-36]

Our research shows that at the end of 1923, a Junkers plane was brought to Bukhara via Russia. According to the sources: "Bukhara-Dushanbe airfield (airport) was filled with people from early morning. People gathered in a wide square with their family members in holiday clothes and in a festive mood. Everyone was happy, 25 members of the Shura government were applauded to the sound of "Hurrah". Speakers are able to prepare the gathered people to hit the road quickly, it is cheaper than a horse and cart, it can cover the Bukhara-Dushanbe road in 2 hours and 15 minutes at a speed of 160 km per hour, it can cover 550 km in 2 hours and 20 minutes. , learned that 6 people can lift 32 pounds. The information that it is possible to reach Khiva for 50 soums and to deliver 1 pound of cargo to a long distance for 6-7 gold soums was not left out of mind. After that, the members of the congress flew and watched the new Bukhara (Kogon) from the sky. "Guests also took 2 ready flights and watched Bukhara Sharif until 18:30," wrote "Bukhara News". It is clear from the above information that airplanes (civil aviation) began to fly in Bukhara in the fall of 1923. The following information will further strengthen our opinion in this regard. Members of the "Friends of the Air Force" in Bukhara, Muhitdin Mansurov (big investor, chairman of the society), Haji Mirzobek, Usta Nur, Jora Karvon, government member Musa Saidjonov, gave 140,000 soums of gold to 4 They reported that funds for the purchase of Junkers aircraft were paid to the center. The planes were supposed to arrive by the end of August 1923. They also requested that expert pilots be sent to fly the planes. It was also reported that the pilots will be paid from the proceeds of the "Air Fleet Week" and 10 soum campaign events.[7, 34]

Military airplanes were brought to the USSR relatively earlier, and 2-3 people could fly in them. In the "News" column of "Bukhara Akhbori" on May 7, 1923, information entitled "Aeroplane crash" was published. In it: "A military airplane crashed near the station of Yakkatut (on the territory of the current Jondor district). When the airplane took off, due to engine failure, the gas tank exploded and caught fire, and it fell to the ground with 3 people inside. The bodies of the dead and parts of the airplane's shield were brought to New Bukhara. The 2nd airplane crashed in the village of Vangyoze, Kyziltepa district. The plane was forced to land due to lack of gasoline. It was reported that the people inside it were "unknown whether they are alive or dead." [7,38]In our opinion, in 1920-1924, the units of the Red Army used military airplanes in the battles with the "printers" in the Turkestan region and the USSR. Pilots such as Laskin and Fausek, who participated in the bombing of the Bukhara emirate, probably continued to participate in air battles in their planes. In the meetings held

by the Bukhara Economic Council (BIK), issues such as the development of industry, agriculture, and the improvement of the transport system were discussed. At the BIK meeting held on September 17-18, 1923, the issues of "building an air fleet in Bukhara and transferring 61,000 gold soums to the Central Asian State University fund" were discussed. According to the decision of the meeting, the issue of the air fleet and aircraft traffic in the direction of Bukhara - Khiva - East Bukhara (Dushanbe) was considered, and a 3-person commission consisting of Sokolov, Geylib and Golovin was formed. The members of the commission had to develop a plan for air flights within [7,52]6 days. On September 25, 1923, this plan was recommended to the government of the BIK and the FSSR, and it was indicated that the flights would be organized twice a week. From the end of 1923, a special air flight between Bukhara-Dushanbe was opened, and Bukhara-Dushanbe, Dushanbe-Bukhara air traffic was started by the German plane "Junkers", according to the archive document. [7,35-36] BIK initially allocated 200,000 rubles, and in December 1923, another 50,000 gold soums for the organization of air transport on the Bukhara-Dushanbe route. On June 16, 1924, the next meeting of the Central Asian Economic Council took place, and among the economic tasks, Khorezm was ordered to deliver technical equipment to the Central Asian branch of the "Dobrolyot" volunteer society (founded in 1923). - A decision has been made to launch a flight to Almaty once a week. For this, airfields are provided with sufficient conditions and gasoline.[9,58] In historical literature, the date of establishment of the Air Fleet of Uzbekistan is recorded as beginning in 1929. In our opinion, it would be appropriate to postpone this historical date by five years. So, the government of the USSR has done good things to establish an air fleet in Bukhara. However, with the dissolution of the Soviet Union in 1924, these works were put on hold.

4 Conclusion

It was distributed through Russian trade and industrial companies, local entrepreneurs. Starting from 1901, the operation of an electric tram through the streets of Tashkent was of great importance, cargo transportation was aimed at serving the population, dozens of brands of steamboats and barges operating with the help of a steam engine appeared in the region during this period, and a flotilla was established based on them. "Junkers" airplanes, dozens of balloons, bicycles, "Reelo" and "Reno" light cars started to spread in Turkestan.

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