

## FORMATION OF INTERCITY AIR ROUTES IN KARAKALPAKSTAN

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### Abstract:

This article talks about the formation of air transport in Karakalpakstan and the history of the formation of transport routes between districts and cities.

**Keywords:** Karakalpakstan, aircraft, airways, Tortkul, plane, link.

### Introduction

Today, if we look back at the 20th century, we can see that humanity has achieved amazing things. One of them is the invention of airships and the formation of related airways. In 1923, the Central Asian branch of the All-Union "Dobrolet" Air Fleet Free Organization was established in Tashkent. Between 1924 and 1926, the chairman M.P.Petrov, members Epifanov.R., Atashev.J., Baymuratov.A., responsible secretary Orlov.A.M. were elected to the representative office of "Dobrolet" of Karakalpak Autonomous Region. During these years, one of the main tasks of the "Dobrolet" organization was to distribute "Dobrolet" campaigns among the people of the Karakalpak Autonomous Region.[1; 6]

From February 1932, a direct airline was opened between the cities of Chardjou and Tortkul. In 1933-1934, during these years, Chardjou-Tortkul, Tortkul-New Urganch, Tortkul-Muynak flights were operated by the civil air fleet of Tortkul, the capital of Karakalpakstan.

In general, in 1935, airlines increased in Karakalpakstan at the expense of the lines of local importance connecting Tortkul with Muynak, Chimbay and Khodzjaly. In the summer of 1935, a PO-4 plane landed at the airfield of the city of Nukus, which is considered the future capital of Karakalpakstan. It was a plane that came to fight saranches.[3.]

The people of Karakalpakstan are not left out the achievements of this science and technology. Everyone in Karakalpakstan dreamed flying in the clear white sky like other nations, flying to distant lands, high mountains, blue seas, and endless deserts. Their dreams and fantasies are described in folk songs and fairy tales. But since the 20s of our passing century, the dream of flying in the sky has become a reality.

In March 1923, by the decision of the Soviet government, the free society of the all Russian Air Fleet, "Dobrolet" was established. The newly organized "Dobrolet" air transport facility was carried out in accordance with the three-year plan adopted by the Labor and Castle Council in 1923 and directed to the shores of the all Russian Aviation Management Council.

M.V.Frunze, V.Ya.CHubar, G.K.Ordzhonikidze, G.M. Krzhizhanovskys governed in "Dobrolet" joint-stock company, which is responsible for the opening of air routes in the territory of the Central Asian republics and Kazakhstan, will do a great service to introduce the achievements of the air fleet to the masses.[1,11]

In those years, the famous pilot N. K. Welling's visited the Central Asian republics several times and in May 1923 he accompanied with three passengers, he flied on the Moscow-Bukhara route, through the Caucasus regions in 76 hours on the way to Achxabad Kharkiv, Rostov-on-Don and



took off on Tashkent Foundation. This was certainly one of the measures taken by the "Dobrolet" institution in those years to establish air routes in the territory of the former Soviet Union. Special attention was paid to the development of Central Asian and Far Eastern airways. In fact, the remoteness of Central Asia from Central Russia, the inferiority of railways and other industries forced more emphasis on air transport.

In 1933, the "Central Asian Branch" of the All-Russian "Dobrolet" air fleet agency was established in Tashkent. Having studied the history of air transport in the Central State Archives of the Republic of Karakalpakstan, we found out that the Central Asian branch of "Dobrolet" is located at home number 9 in Pushkin street, Tashkent city.[2]

In September 1923, Petrov M. P. was appointed as the representative of "Dobrolet's" Amiwdaya region. He was given resolution number 347 by the "Dobrolet" Central Asian branch office, and according to that decree, Petrov M.P was responsible for opening district branches in urban and rural areas of Karakalpakstan, with relevant testimonies and instructions from "Dobrolet" representatives, it was necessary to provide.[2]

On July 23, 1924, at the board meeting of the "Dobrolet" Central Asian branch, the full-fledged representative structure of the "Dobrolet" Amiwdaya province was approved. Petrov M.P was appointed as the head of the board, Orlov and Epifanov as members. However, this composition was entrusted with drawing representatives of the local people into the composition of the meeting in the future.[1,12]

Therefore, it was shown that the necessity of using the air routes in Central Asia is to be studied in depth and opening the roads covered below.

They are:

Tashkent – Almata;

Bukhara - Khiva;

Bukhara - Termiz – Dushanbe.

On October 7, 1923, Krutov's statement on the opening of the Bukhara-Khiva air route was heard at the meeting of the temporary administration of the "Dobrolet" institution. A decision was made at this meeting and it was said: "Taking into account the long term of construction of the air station in Old Bukhara and the fact that the investments are sufficient, let's start equipping the temporary fields in Kagan, Dargan-ata, Tortkul and Khiva."

On October 24, 1923, the issue of the Bukhara - Khiva air route, which had to be officially opened, was resolved. Dargan-ata and Tortkul fields were soon involved.

The reason for opening the Bukhara-Khiva air route was as follows. First, it is considered appropriate to connect the capital of the Republic of Bukhara on the capital of the Republic of Khorezm. Second, 467 km. If it took 10-12 hours to cover the road by other means of transport, the plane used to cover this road in 3.5-4 hours.

Between 1924 and 1946, the representative office of the Karakalpak Autonomous Region "Dobrolet" was composed head Petrov, M.P.Epifanov, Atashov, J.Baimuratov, the responsible secretary Orlov.A.M.[1,13]

During these years, one of the main tasks of the "Dobrolet" institution was the distribution of "Dobrolet" shares among the residents of the Karakalpakstan Autonomous Region. Many spatial and public institutions of the region and individual pukharas became shareholders of this organization. In particular, "Dobrolet" shares were distributed internationally in the markets of



Shymbay, Khojeli, Kungrad, Shorakhan districts and Tortkul, Shabbaz, Biybazar, Tazabazar. On February 21, 1925, there was a board meeting of the full-fledged representative office of the joint-stock company "Dobrolet" of the Karakalpak Autonomous Region, which was attended by Koryaev, Strakhov, Baymuratov, Dadashev, and Sryulov. At the meeting, successful distribution of "Dobrolet" shares among the residents of Karakalpak Autonomous Region, especially among the wealthy merchants of Shymbay, Khojeli and Kungirot districts, at least 5 som worth of shares to each of them, as well as a patent for sale in the regional finance department. It was necessary to convey the need to sell shares to the merchants who received them, and thus to strengthen the "Dobrolet" share at the expense of wealthy merchants.[3]

From this, it is necessary to equip the airfield, maintain employees, provide social insurance, copy copies of orders, post-telegraph, participate in work, etc. The investment of in technical works is 1436 soms 75 tiyin.

In general, the investments received from the sale of Dobrolet shares were intended for the purchase of airplanes, the construction of airfields and the opening of civil aviation air lines.[4.43] The establishment of the Dobrolet joint-stock company became the reason for the first opening of air routes in Karakalpakstan. With the organization of air routes, Ámiwdárya region began to prepare for receiving aircraft.

On November 21, 1923, at the presidium of the executive committee of the Amiwdarya region, the representative of "Dobrolets" Petrovs "heard the statement about the airfield". After reviewing the preliminary drawing and plan, the presidium of the executive committee decided that "according to its size and border, the place of the land indicated in the plan should be assigned to the Dobrolet joint-stock company." Taking into account the importance of air routes in connecting Karakalpakstan with people, it was proposed to provide fast workers in order to speed up the opening of the airfield. Accordingly, the municipal utility company was commissioned to send the necessary equipment for the airport free of charge. Thus, on the 19th of 1924, the land plot of the airfield was fully planned. Tortkul airfield is located between Amiwdarya shore and New Bozjap canal, and occupies an area of 150 x 200 sagens (one sajen equals 2, 13 meters).

On August 6, 1924, the Bukhara-Khiva air route was approved, and according to it, non-stop air traffic on the following routes was established.

Saturday - at 4 o'clock Kagan - Khiva

Saturday - at 4 p.m. Khiva - Tortkul - Khiva

Monday - 4:00 p.m. Khiva - Kagan

According to the report of the People's Commission of Internal Affairs of Navkstan, the first airplane was created in Karakalpakstan on January 26, 1924.[3.23]

Not long after that, in April 1924, a great danger for the people of Khorezm and Karakalpakstan occurred in the village of "Aq-kamish" near Shorakhan Bollary of Amudarya Oblast. when he came out, a special commission consisting of specialist doctors and medicines were delivered to the plane.

When the first airplane appeared in Karakalpakstan, people looked at it with fear, and some people thought it was the "devil" and locked themselves in their houses.

From January 19, 1924 to January 1, 1925, there were 94 flights on the Kagan-Tortkul-Khiva air route, covering a distance of 44,832 kilometers, with a total of 199 people and 1645 kilograms of cargo, mailed.



The second airline Kagan – Khiva, and then Tashaguz, by June 1925, had a gasoline storage and distribution center, a small workshop for repairing engines.

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