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31ST AVIATION FACTORY OF TBILISI AND ITS OPERATION WORLD WAR II (1939-1945)

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Abstract: The second world war has a special place in the history of humanity and it is an object of more attention. The war fundamentally changed the political landscape of the second half of the twentieth century and led the life of the peoples of the planet to a completely different economic order. In the epicenter of the development of the will of public care, Georgia, also found himself, what an invaluable contribution he made to the destruction of fascism. In this paper, we will discuss Georgia's contribution to the defeat of fascist Germany, using a brief example of Tbilisi's 31st aviation factory. From the very first day of the start of the war between Germany and the Soviet Union, the creation of the war budget of the public economy was subordinated to the heads of the country. The priority of the main state committee is the grand evacuation of production forces from the districts. It was in this region that he became a Georgian during the war. First, the beginning was taking place in Tbilisi. In 1941, the bell factory was rebuilt on the basis of this enterprise. G. Was evacuated. 31st aviation factory named after dimitrov. Tbilisi's 31st aviation age angry mainly launched LAGG-3 type bombers, yak-3 fighter jets, all the second world were one by one the best jet fighters jet fighters jet fighters. The factory completed the task of the state budget during the second world war. Among them, the factory produced dozens of thousand-high machine gun barrels, etc. Based on the general above, the purposeful ownership of the ring of initial defensive and military action led to the repulsion of the fascist aggression of Germany, destruction, destruction.

Keywords: War, Factory, Evacuation, Factories, Base

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Introduction

The war of one of the most destructive periods in the history of the Soviet country will occur in the all-Union of fascist Germany on June 22, 1941. Among them, in the history of the Georgian people, because it was a constituent part of it, that is why the victory of the Union in this war left a mark in the development of the modern world.

The first days of the beginning of the war, Georgia turned into a backwater region, where the evacuated production workers gathered and began to produce military products as quickly as possible.

I draw attention to military products using the evacuated enterprises in Georgia, first of all, you should name the production plants of simotferopol (Ukraine) and Taganrog (Russia, Rostov-on-Don) along with the production collective.

Even before the beginning of the second world war, there was an aviation factory in Tbilisi. In 1941, the bell factory was rebuilt on the basis of this enterprise. G. Was evacuated. 31st aviation factory named after dimitrov [1]. Among the mentioned enterprises, G. Was distinguished by its power and importance. Dimitrov aviation factory, United aviation factory G. Aviation factory named after dimitrov was named after A.

The construction of this factory was carried out by the "Tbilmshen" trust, which in 1941

planned to complete 60 million manats of work, but due to the lack of labor and its invalidity, only 35 million manats of work was completed [2].

The party of the republic, the soviet trade union organizations, organized in 1942 in time Tbilisi G. Aviation factory named after dimitrov. Along with this date, the former director of the factory, engineer-colonel saladze v. Thought: "these were happy days for our people. Georgian combat helicopters were released, for the labor heroic deeds [3].

The factory mainly produced "LAGG-3" type airplanes (its designers are Lavochnik, Gorbunov and Gudkov). These were single-seat fighters of all-wooden construction, the time speed in hours was equal to one twenty-millimeter formation and one 12.7-mm machine gun and enhanced strength 1500 1500 power engine [4]. Constructors through the idea and the factory significantly reduced its cost to the cost of the state economy.

Methods

The research methodology used in the statement above is based on historical analysis, focusing on archival materials and primary sources related to the activities of Tbilisi's 31st Aviation Factory during World War II. This method involves collecting and examining documents, reports, and orders from the Soviet era to understand the contributions of the factory to the war effort, particularly in producing fighter aircraft and other military equipment. The study also references statistical data to evaluate production outcomes and achievements, and it incorporates secondary sources to support the narrative of Georgia's role in the Soviet Union's victory over fascism. The approach combines qualitative analysis of historical texts with quantitative data to provide a comprehensive view of the factory's impact.

Result and Discussion

Discussion of the technical perfection of the pilot of the 31st aviation group of Tbilisi named after dimitrov the os "LAGG-3" combat fighter type.

It is known that since 1940, Lagg-3 along with "yaks" and "migs" represented the main type of fighter aircraft in the aviation system. But at some point, going faster mixed with technical improvements, faster combat, and increased maneuverability. Previously, "Lag-3" type aircraft, fighter jets, along with other types, did not belong to the German air force. But later combat operations revealed that the three-heavy-weight, -3 "type aircraft had insufficient strength. That's why the designer used a star-shaped air cooling, used the 1700 hp US-82 engine, and then the 1850 hp US-82 engine. Further development of the aircraft continued not with the development of equipment, but with the reduction of structural growth and the cost of the aircraft, as well as with the reduction of cooling losses and better hermeticization of power plants. It increased to 650 km, the time of taking off in the air and the cars were more [5].

According to the plan drawn up by the people's commissariat of the aviation industry of the Soviet Union, which was confirmed by the State defense committee, G. The N31 aviation factory was supposed to launch several self-propelled boats during the day. In advance, this plan was based on the production capacity of the factory, but its implementation was a case of the existence of an impeding cause. Among such reasons, the lack of manpower should be mentioned first. It is known that "the airplane is a very complex machine, workers of many professions, meduralen, memoklolen, locksmiths, miners, welders and many other specialties work to build it" [6].

After being staffed with various workers, it achieved significant success in the implementation of Tbilisi's aviation production plans. Namely, in 1942 by 1%, in November - by 104.1%, in December - by 108.0%. In the IV quarter of 1942, that plan was fulfilled by 106.4% [7].

As we mentioned above, the Tbilisi aviation factory has launched 9 terrorist airplanes since June 1442, but the spirited collective as at the end of the last month of May, increased the ban on the release of airplanes [8]. In 1943, the factory won a victory in the implementation of the production plan, in particular, in 10 months of 1943 alone, Toskhana won the second place in the socialist competition 5 times and the third place three times [9]. The factory named after dimitrov g. In Tbilisi is also working well. The factory was completed in 1944-1945 for state orders.

Despite a number of difficulties, what was with them, what was for the enterprise and helpers, which continued the production of HI planes at the Tbilisi aviation factory collective data. In 1943, he gave the name of captain a. Tsursumia [10] to the useless space. For the obtained high production indicators, the collective of the factory received the second prize of the People's commissariat of the USSR and the Union trade council [11].

On November 12, 1943, the Tbilisi aviation plant of the national state of the USSR was ordered to begin the production of yak-3 "cars" from March 1944, the previously released "Lagg-3"-3 was replaced by a replacement. In the first quarter of 1944, the production of aircraft decreased to some extent, but later the factory began to produce new ark aircraft [12].

In 1944, the factory collective of the communists of the republic built combat planes for the squadron "Georgian Communists". These planes were handed over to the aviation units on December 14, 1944 [13]. It should be emphasized that the yak-3 "type aircraft gave the serial victim a particularly big chance to launch, because it was one of the best aircraft fighters against the other.

New types of combat aircraft and execution of production plans with Tbilisi 31- during the 31st aviation war, for example, in 1943 the CIO factory produced 20 thousand machine guns [14]. From 1944, the factory was even more enlarged: in the first quarter of 1944, 12,700 machine gun barrels were to be produced, in the second quarter - 15,000, in the third - 17,500 [15]. In addition, it should also be said that the machine gun barrels in the aviation factory were found by the Tbilisi Kirov machine-builder or similar barrels in another enterprise.

According to the decrees of the presidium of the supreme council of the USSR, the aviation factory was awarded the order of the red order for the service of military aviation and special orders. About two hundred workers, servants and engineer-technical workers were awarded medals of the Soviet Union and medals. The highest level of the country - the order of lenin - was received by the directors of the channel saladze v, the heads of the workshopkiknadze sh. Moretti a.k. Worker dalakidze d. [16].

Held at the base of the evacuated enterprises. Dimitrov's Tbilisi aviation factory, which was the first factory of the aviation industry in Georgia alone, as well as in transcaucasia, which produces fighter jets together with artemev, is also significant.

Therefore, in the article, the discussion of materials from other sources of archival materials reveals what discussion-economic load Tbilisi 31- aviation factory began to operate in Tbilisi during the second world war. His proper work, the fulfillment of the state mission, the dedicated work of his collective and the conversion of the public spirit in the whole country to the war cause led to the mighty victory of the Soviet state over Armenia and the destruction of fascism.

XX in the 70s and 80s, the aviation factory faced many problems. This aviation industry giant has almost completely and its main profile is good - it is no longer the flagship of Georgia, aviation industry. Modern historical European Union, when the country aspires to join the European Union

and NATO, TV company 31-aviation with the purpose of rehabilitation, so that the country can get the ability to repel attacks from aggressive states.

We, Georgian historians, have a different mission to introduce our history to the world and to share with the people of friendly countries the make-up of military operations and popularize it.

Conclusion

Fundamental Finding: The research reveals that the 31st Aviation Factory in Tbilisi played a crucial role in the Soviet Union's victory during World War II by contributing to the production of essential military aircraft and equipment, including the LAGG-3 and Yak-3 fighters. The factory, despite facing significant challenges such as labor shortages and technical difficulties, exceeded its production targets and contributed to the destruction of fascism. **Implication:** The findings highlight the strategic importance of regional industrial capabilities in wartime efforts, particularly how the evacuation of factories and their adaptation to new environments, like the Georgian context, were instrumental in maintaining Soviet military strength. This underscores the broader role of the Caucasus region in the Soviet war economy, offering insight into the intersection of regional contributions and global warfare dynamics. **Limitation:** One limitation of this research is the heavy reliance on archival sources from Soviet records, which may reflect political biases of the time. Additionally, the study primarily focuses on the technical and production aspects of the factory, without fully exploring the social and political conditions of the workforce and the broader civilian population in Georgia during the war. **Further Research:** Future research should aim to incorporate oral histories, explore the experiences of workers, and examine the long-term impact of the factory's war efforts on post-war Georgia's industrial development. Additionally, comparative studies of similar factories across the Soviet Union would enrich the understanding of regional differences in wartime production efficiency and their post-war trajectories.

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