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Special Issue with Papers Presented at the
International Conference

***Administration and Interculturality.
The European Archetype***

Organized by The Social and Juridical Department
of
Petroleum – Gas University of Ploiești

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***1. Papers Presented at the International Conference
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During the same campaign, 400 more cerahors were asked for the assistance to the ships carrying provisions in the Danube³⁸.

Conclusion

During war times, feeding the Ottoman army which was composed of hundreds and thousands of humans and animals, and transporting the materials to the battlegrounds were the most critical parts of the campaign organizations.

The mentality of the Ottoman leadership was based on meeting the needs of the army as easy, as fast and as cheap as possible. Geographical position, fertile soils and transportation facilities of Walachia and Moldavia were of great importance for the Ottoman Empire. Consequently, during wars, a variety of contributions were asked from those principedoms including grains, meat (as sheep), carriages, horses, workers, cerators etc. In fact, it would not be wrong to claim that a sizeable portion of the military demands of the Ottoman Empire was based on the Walachia and Moldavia regions.

Locul și importanța Țării Românești și a Moldovei în organizarea campaniilor otomane

Rezumat

Valahia (Eflâk) și Moldova (Boğdan), două dintre Principatele Române, au fost legate de Imperiul otoman, păstrându-și autonomia, înainte de fondarea statului independent România. În afară de plata anumitor taxe, cele două principate au avut o importanță foarte mare pentru Imperiul Otoman. În special în ceea ce privește acțiunile de război, o parte importantă a nevoilor primare ale armatei otomane au fost acoperite cu bunuri furnizate din acest spațiu. Prezentul articol își propune să evidențieze importanța Țării Românești și a Moldovei pentru armata otomană și pentru capacitatea de luptă a acesteia.

³⁸ MAD, 2964, p. 207.

The Politics of Aircraft Production in the First Years of the Republic and the First Aircraft Factory** (Tomtaş)

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Abstract

Atatürk, in Tripoli War, had foreseen the role that the aviation played and would play in the wars. Also the Ottoman Empire, in its last years, attempted to take steps for aviation, yet due to the incessant wars could not attain desired result.

Founding of the Turkish Republic opened the way for the steps that Atatürk considered to take towards industrialization. The major and the most expensive step on the field of industrialization was to open a plane company. The researches and analysis executed in accordance with the biddings of Atatürk yielded result and the German Junkers Firm came to terms with the Turkish Republic. In this pursuit, the company named TOMTAŞ was established in 1925 in Ankara. After the researches, in 1926, in Kayseri a plane factory, and in Eskişehir, a repairing and caring atelier were activated.

The economic troubles of the Turkish Republic and the German Junkers Firm and their hardships in fulfilling the commitments accepted by both sides did not give occasion to the continuity of this collaboration. Activities of TOMTAŞ Company built with this aim were also abated.

The plane industry enterprise the foundations of which were laid with great expectations of being not the importer but the manufacturer, thus, resulted with disappointment.

Keywords: TOMTAŞ, Junkers, Kayseri, Junkers Flugzeugwerke AG. aeroplane, plane manufacturing.

Introduction

The successful flight of Orville and Wilbur Wright Brothers on 17th December 1903 with their engined aircraft effected in the awakening of thoughts concerning the usage of aircrafts in military and civil fields¹. Aircrafts were first started to be produced for military purposes by Germany and Italy in 1909, and by France and USA in 1910 – 1911².

* Pamukkale University, Faculty of Science and Letters Department of History, ehayt@pau.edu.tr, Denizli/TURKEY.

** This study is an abridged version of the unpublished paper titled "Plane Manufacturing Politics and The Plane Company (TOMTAŞ) Established in The First Years of The Republic", and presented on 14th November 2007 in Administration of Atatürk Supreme Council for Culture, Language and History, Atatürk Research Centre, VI. Atatürk Congress.

¹ Zeynep Gülten, İlk Uçak Sanayimiz, Tayyare Otomobil Motor Türk Anonim Şirketi TOMTAŞ'tan "1926", Hava Müze Komutanlığı Yayını, 2001.p.VI.

² Hava Kuvvetlerini Güçlendirme Vakfı Broşürü, Hava Kuvvetlerini Güçlendirme Vakfı Hv. Bas. ve Neş. Müdürlüğü, Etimesgut, 1975, p.5.

It was Turca- Italian War (Tripoli) that an aircraft was first used as a combat vehicle³. Mustafa Kemal (ATATÜRK), as one of the voluntary young commanders who attended this war, for the first time found here the opportunity to observe the activities of aircrafts in war.

Minister of war Harbiye Nazırı Mahmut Şevket Pasha charged Staff Colonel Süreyya for the aircraft purchase and for the establishment of plants for aircrafts. On 1st June 1911, in a date that can be considered early, "Commission of Aviation" was established depending the second agency of "Kıtaat-ı Fenniye ve Mevakii Müstahkeme Müfettişliğinin"⁴.

While the first personal was sent to France in 1911 for pilot training, the first aircraft was purchased from France in 19125. It was the Balkans War that Turkish Air Force had attended, but due to problems of fuel and stock of replacements planes were limited with exploratory expeditions⁶. In the second part of the Balkans War together with the newly experienced pilots, with the effects of experiences that gained in administration and in reinforcement, successful exploratory expeditions could be fulfilled⁷.

In the World War I, even though the administration of air establishments was left to German forces, Turkish pilots had tried to continue their fight in all fronts without reinforcement⁸. It became the place of Turkish Aviation in the Balkans and World War I.

In the period of National Struggle, important problems were confronted concerning air defence. Remnants of World War I, broken or worn out planes were worked to become flyable by pilots and technicians. Then, a branch office of "Kuvai Havaiye" was established affiliated to "Erkan-ı Harbiye-i Umumiye Reisliği, Harbiye Dairesi".

In the National Struggle, few planes, left in Anatolia or prevented to be taken by occupation forces at the last moment, were tried to be used in bombardment, exploration and hunting expeditions. Great efforts were made to provide the replenishment needs of these planes from available parts of different off-war planes.

In the National Struggle period, there was no ground coat found that would protect covering fabric from external influences and increase greasiness of wings. Due to this fact a liquid made by chemists and material experts by melting potato, trotter water and egg white was used in fabric parts of planes⁹.

The Politics of Aircraft Production of Turkey

Mustafa Kemal Pasha, in Turca-Italian War (Tripoli), in the Balkans War, in World War I and in the period of National Struggle had the opportunity to observe better the role that the aircraft had played. Having told Ali Fuat "I wish we had those planes in our hands" in the Turco – Italian War, Atatürk's later words "one day, you will see we will have such planes" reveal his idea¹⁰.

³ Gülten, *İlk Uçak Sanayimiz*, p.VI.

⁴ *Hava Kuvvetlerini Güçlendirme Vakfı Broşürü*, p.5-6.

⁵ "Türkiye'de Uçak Endüstrisinin Gelişimi", *Uçantürk*, Cilt:30, Sayı:297, Ocak 1985, s.5, "Türkiye'de Uçak Endüstrisinin Gelişimi", Türk Uçak Sanayi A.Ş., Semih Ofset ve Matbaacılık, Ankara, s.10.

⁶ Barış Albayrak, İlke Aydıncak, Yücel Gürses, İ. Evrim Dizemen, A. Bahar Haser, "Tayyare"den "Uçak"a: Bir Montaj Öyküsü-I", *Mühendis ve Makine*, Cilt 41, Sayı:491, s.44-45.

⁷ İhsan Tayhani, *Atatürk'ün Bağımsızlık Politikası ve Uçak Sanayi (1923-1950)*, Türk Hava Kurumu Kültür Yayınları No:1, Ankara s.159.

⁸ I. Dünya Savaşı'nda Hava Bölükleri'nin yönetimi Alman Subayı Binbaşı Serno'ya bırakılmıştır. Tayhani, *Atatürk'ün Bağımsızlık Politikası...*, s.160.

⁹ Albayrak vd. "Tayyare"den "Uçak"a: Bir Montaj Öyküsü-II", p.45, <http://www.ikkistanbul.org/site/scripts/prodView.asp?idproduct=333> (29.07.2007). In the Brochure of Rehabilitation Foundation of Air Forces it is mentioned that as the dope material that had to be applied on fabric coverings in order to provide a greasy area when it dried could not be found, a gelatinous liquid obtained by boiling the bones animals like bull, sheep, beef was used instead. *Hava Kuvvetlerini Güçlendirme Vakfı Broşürü*, p.12-13.

¹⁰ Tayhani, *Atatürk'ün Bağımsızlık Politikası...*, p.184.

Atatürk also expressed his awareness of the importance that aviation would gain in military and civil fields in future with his shorted saying: "The future is on the sky."

The main motives in the wish of Atatürk to establish national aircraft industry were:

- a) Aircraft purchase,
- b) Inappropriateness of the German aircrafts for the desired performance in Turkey,
- c) Discapability to provide aircraft components in time and sufficiently,
- d) To solve the problems that could put freedom in trouble as this subject, from time to time, may be used against Turkey as an instrument of economic and military oppression¹¹. The foundation of Turkish Air Association (THK) on 16th February 1925 was the first step of politics of aviation¹².

The expression – "*To establish aviation industry in Turkey*" – that takes place in the first principle of the constitution of Turkish Air Association, established in accordance with the directives of Atatürk, has become institutionally the very embodiment of the belief to establish an aircraft factory.

Atatürk, who knew that aviation has always been an expensive investment area, as the first important step towards to prevent exporting without producing, aimed at laying the foundation of Turkish aircraft industry. Even though the first objective in aircraft production was to produce military designed aircraft, from the first moment civil aviation also had not been ignored. The fact that, as a product of his farsightedness, foreseeing the role that aviation would play in the wars of future, Atatürk made the first industrial leap this way cannot be considered as a coincidence. Beginning from 1939, roles that air forces have played in World War II, Korean War, Vietnamese War, Arabian-Israeli War, the Gulf Crisis in 1991, Bosnia Herzegovina, Afghanistan and in the invasion of Iraq by USA have justified Atatürk¹³.

The Establishment of Turkish Aircraft Industry

Since the refusal of an application of an Armenian citizen in 1912 on the establishment of Turkish aircraft industry up to the attempt to establish aircraft factory¹⁴ that materialized in Republic period, there had been no development that yielded result in the pursuit of aircraft production.

On February 1924, with the directives of Atatürk, by contacting with the biggest factories of the world, first observation trip was done for corporation. As, at the preliminary stage, the target of Turkey was to produce 200-300 aircrafts per year and to guarantee the repair and after care, purposive works were aimed to be matured in short terms¹⁵.

To the firms who wanted to be franchisee on air transportation in Turkey it was explained that the real target of Turkey was to constitute the parts concerning air defence and, especially, to establish an air industry in the country. Moreover, to the Franco-Roman and Junker Firms it was declared that beginning from the signature date of air transportation agreement if these firms did not make a proposition for establishing an aircraft factory in three months time and a motor factory in two years time the agreement on air transportation would become invalid¹⁶.

As the aircraft production of Germany, which was defeated in World War I, was limited with the Treaty of Versailles, German aircraft factories who aimed to protect their accumulation

¹¹ Tuncay Deniz, *Türk Uçak Üretimi, Turkish Aircraft Production*, 2004, p.9.

¹² Charter members of the Community were Pilot Şakir Hazım, Pilot Vecihi Hürkuş and Hasan İskender. *Havacılık Tarihinde Türkler 2* (From 1918 to 1939), (E) Orgeneral Hulusi Kaymaklı, 1997, p.165.

¹³ Ergün Belirgen, "77 Yıllık Bir Kurumun Öyküsü", *Erciyes*, Kayseri İli Yardım Derneği, Sayı:9, Ekim 2003, p.40.

¹⁴ Albayrak vd. "*Tayyare*"den "*Uçak*"a: *Bir Montaj Öyküsü-I*", p.44.

¹⁵ Belirgen, (the said writing) p.41.

¹⁶ In 1924, in none of the conversations with the companies which had tried to get licence and privilege on air transport came a proposal of establishing a complete factory. (Ottoman Archive of Prime Ministry) 230/8.26.1, p.11.

was trying to continue their production by collaborating with other countries. It was decided to act jointly as a result of negotiation on co-production of aircraft by cooperating with German Junker Firm with means of Turkish Air Association¹⁷.

The proposition to analyse and achieve a decision on the signed agreement with Junker Firm in order to establish Aircraft and Motor Factory to produce combat and transportation vehicle in Turkey was evaluated by cabinet in the meeting dated 13th May 1925¹⁸.

After long negotiations that governments had done mutually to found a Turkish Anonym Firm and to build an aircraft and aircraft motor factory where Müdafaa-i Milliye Vekaleti saw suitable, Maliye Vekili Mr. Hasan was charged for the signing of the prepared agreement. Besides, in accordance with the agreement presented to cabinet, new decree was entered on 15th August 1925 (1341) in order to organize the code of rules and to establish a Turkish Incorporated Firm partner with Junker Firm¹⁹. With this decree, Aircraft and Motor Turkish Incorporated Company (TOMTAŞ) was established in Ankara²⁰.

The contract exchanged between General Agent of Junkers Aircraft Factories Monsieur Saxenberg and Minister of Finance Mr. Hasan for the government in order to establish an aircraft factory with a capital in half shares by the Republic of Turkey and Junkers Firm was accepted with the approval of the cabinet on 7th October 1925²¹. 120.000 TL of the total capital of Aircraft and Motor Turkish Anonym Company (TOMTAŞ), which was founded as the result of the agreement with Junkers Firm with a capital of 3.360.000 TL, was provided by Turkish Air Association²².

TOMTAŞ, which was founded by the partnership of Turkish Air Association with German "Junkers Flugzeugwerke AG" firm and centre of which was located at Ankara, functioned as a company till its abolition.

With the partnership agreement, it was decided to build an aircraft and motor factory in Kayseri, and plants concerning the repair and the other necessities in Eskişehir²³. In the agreement signed with German Junkers Firm the decision to produce 250 Junkers A-20 per year and later Junkers F-13 Limosine passenger plane also took place. In the agreement, as there were points expressing that TOMTAŞ would perform all the after care and production of every kind of aircraft there were also important points like performing of airway transportation and management and oil prospecting in Turkey²⁴.

Among the articles of agreement, it was preconditioned that until aircraft factory begins to the production, aircraft equipments would be purchased from Junkers Firm and raw materials, like aluminium, iron etc., necessary for aircraft production would be cooperated with Junkers Firm in Turkey²⁵.

After the contract, formed with the German firms in the first quarter of 1926, it was realized that the fact that aircrafts, which will be purchased from the firm for carriage of the

¹⁷ Junkers A-20, <http://www.tayyareci.com/digerucaklar/turkiye/1923ve50/junkers-a20.asp> (12.09.2007)

¹⁸ BCA, 030.18.01.01.013.29.7 (Decree).

¹⁹ BCA, 030.18.01.01.015.50.20 (Decree).

²⁰ BCA, 030.18.01.016.64.21 (Decree).

²¹ BCA, 030.18.01.016.64.21. (Decree), In the related document, it is surprising that while the date of 7 Teşrin-i Evvel (October) 1341 was placed, in many agreements placed as "Ministerial Order dated 7th. September 1925"

²² The date of 7th. September 1925 is given as the agreement date. *Havacılık Tarihinde Türkler 2*, p.351-352. Gülten, informs that Turkish Air Community provided 125.000 TL of the capital. Gülten, *İlk Uçak Sanayimiz*, p.1, Deniz, while giving the date 15th August 1925 as the signature date of articles of incorporation, probably because of misspelling, gives the capital as 3.000.361 TL. Deniz, *Türk Uçak Üretimi*, p.9. In the documents of Turkish General Staff, Air Force Command numbered 28993, 6947/1-07/ history and dated 19th. February 2007, the initial capital of the company is declared as 3.361.000 TL, and the share of Turkish Air Community belonging to TOMTAŞ Company is declared as 125.000 TL.

²³ *Havacılık Tarihinde Türkler 2*, p.171, in Eskişehir, an institution is aimed for the repairs and final montages of the planes purchased from Junkers Firm. *Havacılık Tarihinde Türkler 2*, p.352.

²⁴ Deniz, *Türk Uçak Üretimi*, p.9, An information informing that this deal would be valid for 40 years takes place.. Junkers A-20, <http://www.tayyareci.com/digerucaklar/turkiye/1923ve50/junkers-a20.asp> (12.09.2007)

²⁵ Tayhani, *Atatürk'ün Bağımsızlık Politikası...*, p.218.

mail, were not equipped to drop bombs for the military purposes was not in accordance with high interest of the state²⁶. After negotiations, the cost of the modification demanded from the firm that would be charged to the both side caused trouble in both sides²⁷.

Kayseri Aircraft Factory

In the May of 1926, it caused anxiety that there had been no development as a part of the related agreement, signed on 6th October 1925, concerning the establishment of Kayseri Aircraft and Motor Factory. The main reason of this was that when the firm came to an agreement with Turkey, it was in an economical trouble²⁸. Despite the troubles of Junker Firm and existing anxiety, in accordance with the agreement, Junkers Firm commenced works for the establishment of Aircraft Factory in Kayseri and after care foundations in Eskişehir.

During the construction of the factory, in the report that Richtofen presented to Berlin Ambassador of Kemalettin Sami Pasha on 25th June concerning the factory it was mentioned that as Junkers Firm had no power to fulfill it, the project could be left unfinished. This was an important explanation that informed Turkish Republic about the distress that Junkers Firm suffered²⁹.

After all the arrangements were ready Kayseri Motor and Plane Factory was opened on 6th October 1926 with ceremony³⁰. Mustafa Kemal Pasha did not attend opening ceremony³¹, Mr. Recep (PEKER), National Struggle Representative, Mr. Refik (KORALTAN), TOMTAŞ Head of Administrative Council and Mr. İbrahim Sefa³², Mayor of Kayseri, from Junkers Firm Branch Manager Mr. Saksonberg and Factory Manager Mr. Haze were present³³.

In the factory, at the first step, repair and maintenance of Junkers A-20 and F-13 planes of Turkish Air Forces were carried. After the opening, material transport, construction of aerodromes and assemblage of benches continued³⁴. While Turkish Air Force had 15 metal Junkers A-20 planes, bought from national budget in 1923, the number increased in 1926 as 30 Junkers A-20 planes were presented to Air Forces which were bought by Turkish Air Community and assemblages of which were done by TOMTAŞ³⁵. In 1923, even though Junkers F-13 planes were firstly assembled in Eskişehir, after the foundation of TOMTAŞ, three F-13 planes were produced by TOMTAŞ between 1926-1927³⁶.

There appeared a problem concerning the patent subject with Junkers Firm in the stage when the factory would go into operation. The economical trouble of Junkers Firm was the main reason of the appearance of this problem, because Junkers Firm confronted with a serious

²⁶ BCA, 230/8.29.1, s.1-2. In the fourth section of the addition concerning military terms, it was tried to evaluate technical and economic qualities between Turkish Republic and Junkers Firm concerning that planes that would be used in the air border had quality for bombardment. Bkz. BCA, 230/8.29.1, p.12-13.

²⁷ For further information: BCA, 230/8.29.1, p.17-19.

²⁸ BCA, 230/8.29.1, p.13-14.

²⁹ Tayhani, *Atatürk'ün Bağımsızlık Politikası...*, p.222.

³⁰ "Kayseri'deki Tayyare Fabrikasının Küşat Merasimi" *Uçan Türk*, Türk Hava Kurumu'nun Aylık Dergisi, Sayı:222, C.19, Eylül 1972, s.25, Mert Öreroğlu, *Cumhuriyet Döneminde Türk Sanayinin Kuruluşu ve Nazilli Basma Fabrikası*, Yay. Haz: Erhan Palabıyık, Teknord yayını, Ankara, 2004, p.76.

³¹ *Ahenk*, 5 Teşrin-i Evvel 1926, Numara:9948.

³² Belirgen, "77 Yıllık Bir Kurumun Öyküsü", p.42. *Ahenk*, 5 Teşrin-i Evvel 1926, Numara:9948.

³³ Gülten, *İlk Uçak Sanayimiz*, p.3.

³⁴ Gülten, *Ibid*, p.6. Tayhani, Gives the information that in 1927, repair and maintenance of A-20, F-13 and G-23 planes were carried and assemblage work of a few A-20 planes were done. , *Atatürk'ün Bağımsızlık Politikası...*, p.223.

³⁵ Gülten, *Ibid*, (the mentioned work), p.9.

³⁶ F-13 planes, which had the capacity of four passengers, were the first planet to be built completely on metal and served in Turkish Air Postal (1926-1933) and in State Airways (1926-1927), besides by increasing its performance in Kayseri Plane Factory, they served as photometry planes in General Directorate of Cartography.

Gülten, *Ibid*, p.12.

difficulty in compensating the half price of the capital necessary for the establishment of aircraft factory. Junkers Firm acted in contemplation of providing the amount necessary for capital from Turkey as the patent value and this demand is transmitted to Turkey through German Ministry of Foreign Affairs. Junkers Firm showed no interest to the proposal made by Prime Minister İsmet İnönü to pay the demanded amount by extending the payment to 5 years in a ratio of % 5 over the endorsement of the factory³⁷.

When the economic crisis that covered Junkers Firm became a crisis that the firm could not overcome, the firm applied German Ministry of Foreign Affairs for a credit. In this period, to the requests of the firm, there appeared an expectation that German Ministry of Foreign Affairs would provide a credit about 4.000.000 German Marks that German Government could not ignore in terms of its economic and political esteem abroad. While all these developments took place, it created a negative situation concerning partnership as Turkey was not informed about economic problems³⁸.

TOMTAŞ could not carry on its activity due to the economic problems of Junkers and approach of Turkey. As the company was ineffective in the solution of the problem, in accordance with 17. clause of the agreement, the subject was sent to the judge. In this situation, both parties by determining judges began to follow developments for the solution of the problem³⁹. On 3rd May 1928, due to the problems that occurred while working on the montage of A-20 bombardment aircrafts Junkers Firm stopped its corporate action as it was impossible to cooperate. Junkers Firm made Turkish Government responsible for the present situation and claimed that the delay in the necessary capital payments prepared this end⁴⁰. Junkers Firm sold its lots to Turkish Air Association in a price of 520.000 TL on 3rd May 1928. Not only the lots but also plants, licences, patents, aircraft motors and other equipments belonging to TOMTAŞ were left to Turkish side. This was the end of TOMTAŞ. In 1929, repairs and maintenance continued in the factory, which was off duty. In 1930, Turkish Air Association by closing the account books of the company transferred it to the Department of National Defence. In 1932, the factory, serving as a repairing shop, was named "Kayseri Aircraft Factory"⁴¹.

Reasons why the activity of TOMTAŞ was ended could be that:

- In TOMTAŞ corporate project, right of exploitation of all oil and bauxite reservoirs of Turkey were given to Junkers Firm;
- It was understood that a power was bestowed to Junkers Firm enough to establish monopoly in aviation;
- Inadequate performances of type K-45 and K-39 aircraft proposed to TOMTAŞ in 1928 by Junkers Firm;
- Disagreement that had appeared after a while on patent, license and military exercises;
- Inexperienced condition of Turkey in aircraft production and cultivation of technical personal can also be thought to have negative effect.

³⁷ Tayhani, *Atatürk'ün Bağımsızlık Politikası...*, p.218.

³⁸ Tayhani, *Ibid*, p.218.

³⁹ Başbakanlık Cumhuriyet Arşivi BCA, 030.10.61.411.2, p.1.

⁴⁰ Junkers A-20, <http://www.tayyareci.com/digerucaklar/turkiye/1923ve50/junkers-a20.asp> (12.09.2007)

⁴¹ Deniz, gives place to the information that shares of Junkers Firm were transferred in return for 520.00 TL, that may be due to a typographical error. Deniz, *Türk Uçak Üretimi*, p.10, According to the protocol, all the shares of Junkers Firm were transferred to Turkish Air Community in return for 520.000 TL. Gülten, *İlk Uçak Sanayimiz*, p.16. Albayrak et. al. Gives the information that in 1929, institutions were revised and repaired and up to 1932 produced 15 A-20 planes that were produced completely of metal and were the first to have radio, "*Tayyare'den 'Uçak'a: Bir Montaj Öyküsü-I'*", p.45-46. gives wide range of information concerning the types and the numbers of the planes produced in Kayseri Plane Factory.

Conclusion

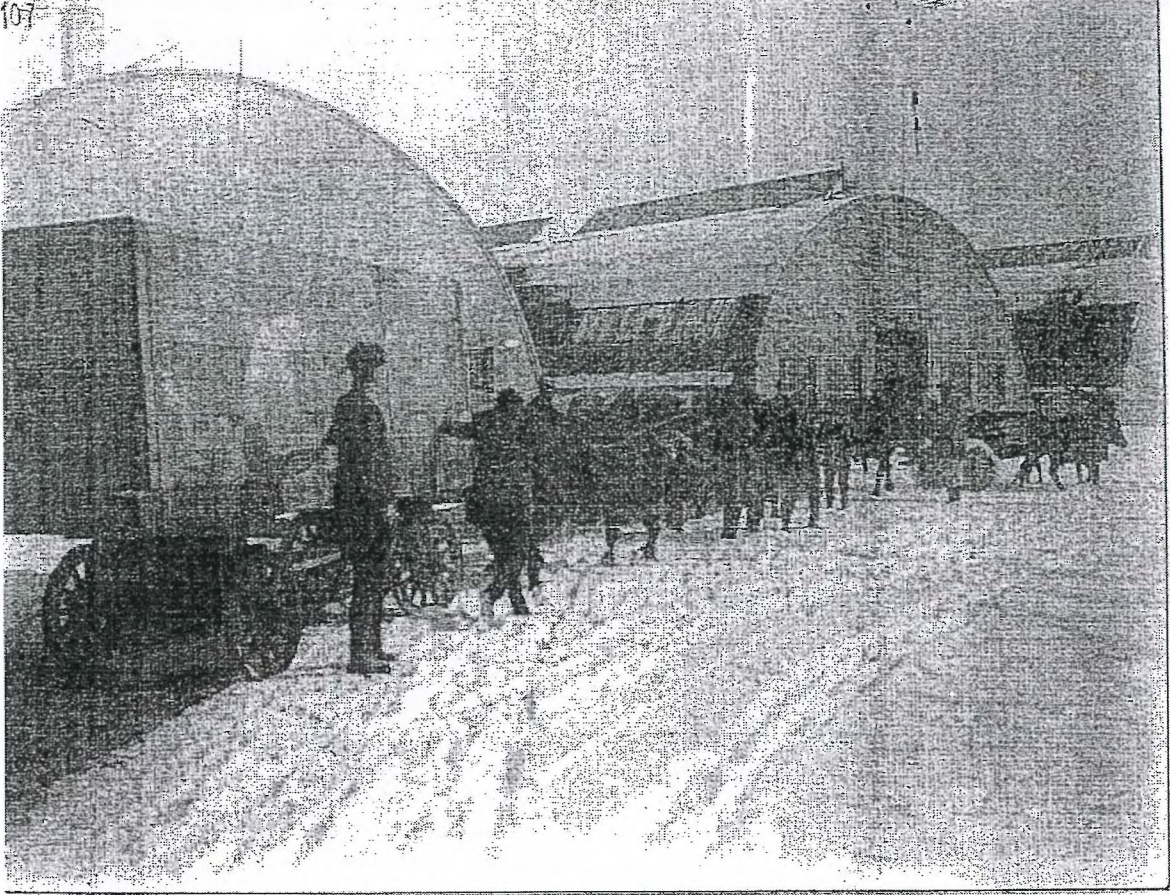
- The fact that in 1925s, both Junkers Firm and the Republic of Turkey was in economical crisis,
- Anxiety caused by the fact that in Kayseri Aircraft Factory while high salaries were paid to German engineers and German workers, low salaries were paid to Turkish engineers and workers,
- Increase in the cost of production due to the high salaries paid to German engineers and workers,
- Annoyance caused by different interpretation of the agreement by both sides,
- The fact that Turkey did not have a research-development laboratory that could follow the innovations in the field of metal aircraft,
- Anxiety in the countries that export aircraft to Turkey caused by the establishment of an aircraft factory with German-Turk cooperation and their anti-pressure group work to sabotage the cooperation cut the active politics of aviation of the Republic of Turkey that was started in 1925.
- If the process starting with this action had not been fruitless the Republic of Turkey could have acquired an aircraft industry which could produce passenger and war plane entirely belonging to her.

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5. B.C.A., (*Ottoman Archive of Prime Ministry*) 230/8.26.1.
6. B.C.A., 030.18.01.01.013.29.7 (Decree).
7. B.C.A., 030.18.01.01.015.50.20 (Decree).
8. B.C.A., 030.18.01.016.64.21 (Decree).
9. B.C.A., 030.18.01.016.64.21. (Decree) .
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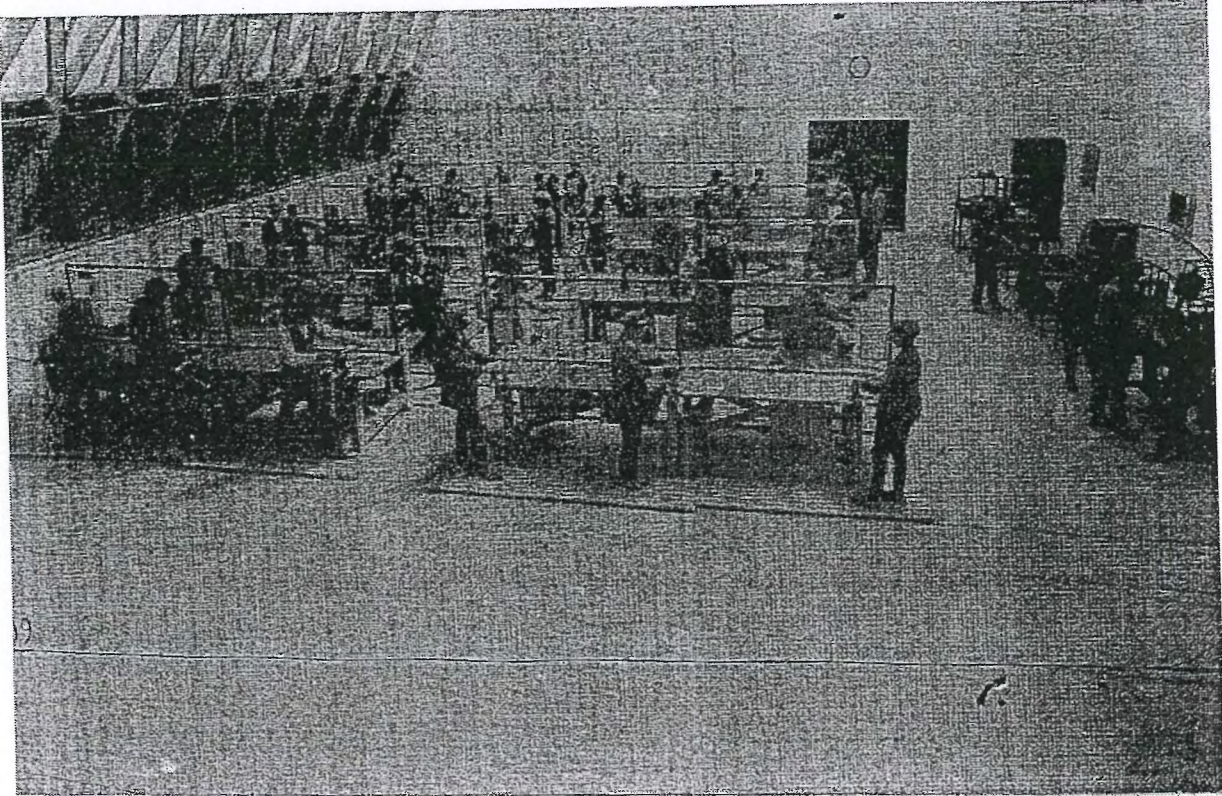
PHOTOGRAPHS

ATTACHED PHOTOGRAPHS ARE PROVIDED FROM
HISTORY MANAGEMENT OF GENERAL
SECRETARY OF AIR FORCE COMMAND, TURKISH
GENERAL STAFF



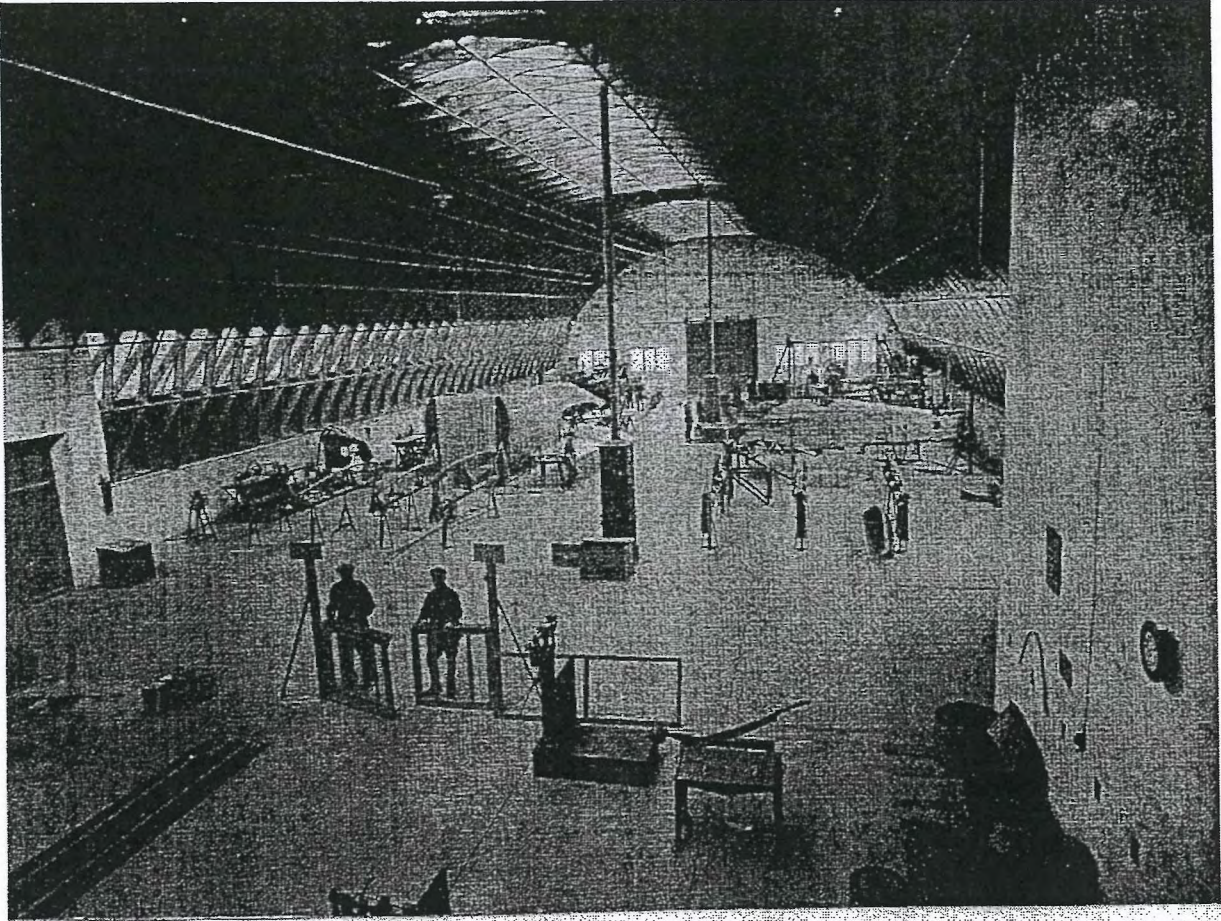
Resim 14 : Tombaş şirketi malzemelerinin kağıdı ile taşınması.

1) Photograph 14 : Preparations for the building of the factory



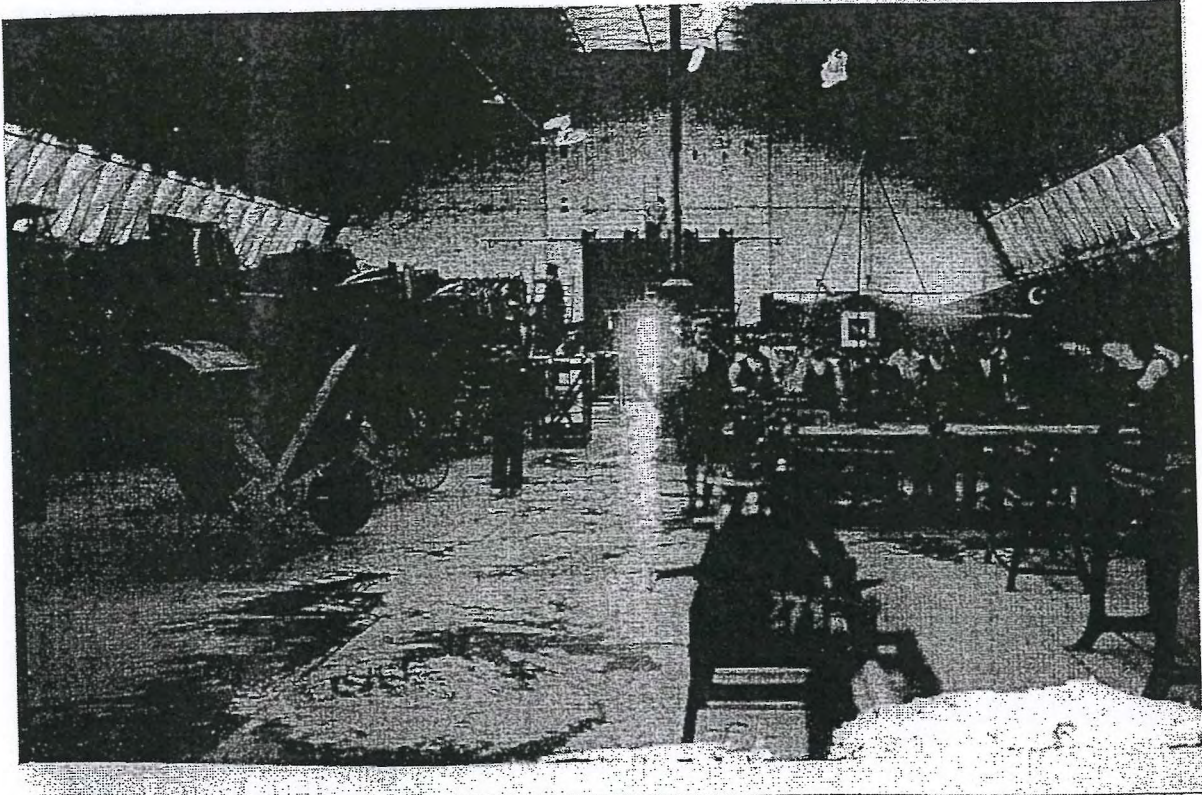
Resim 13 : Tesviye Atelyesi

2)Photograph 13: Levelling shop



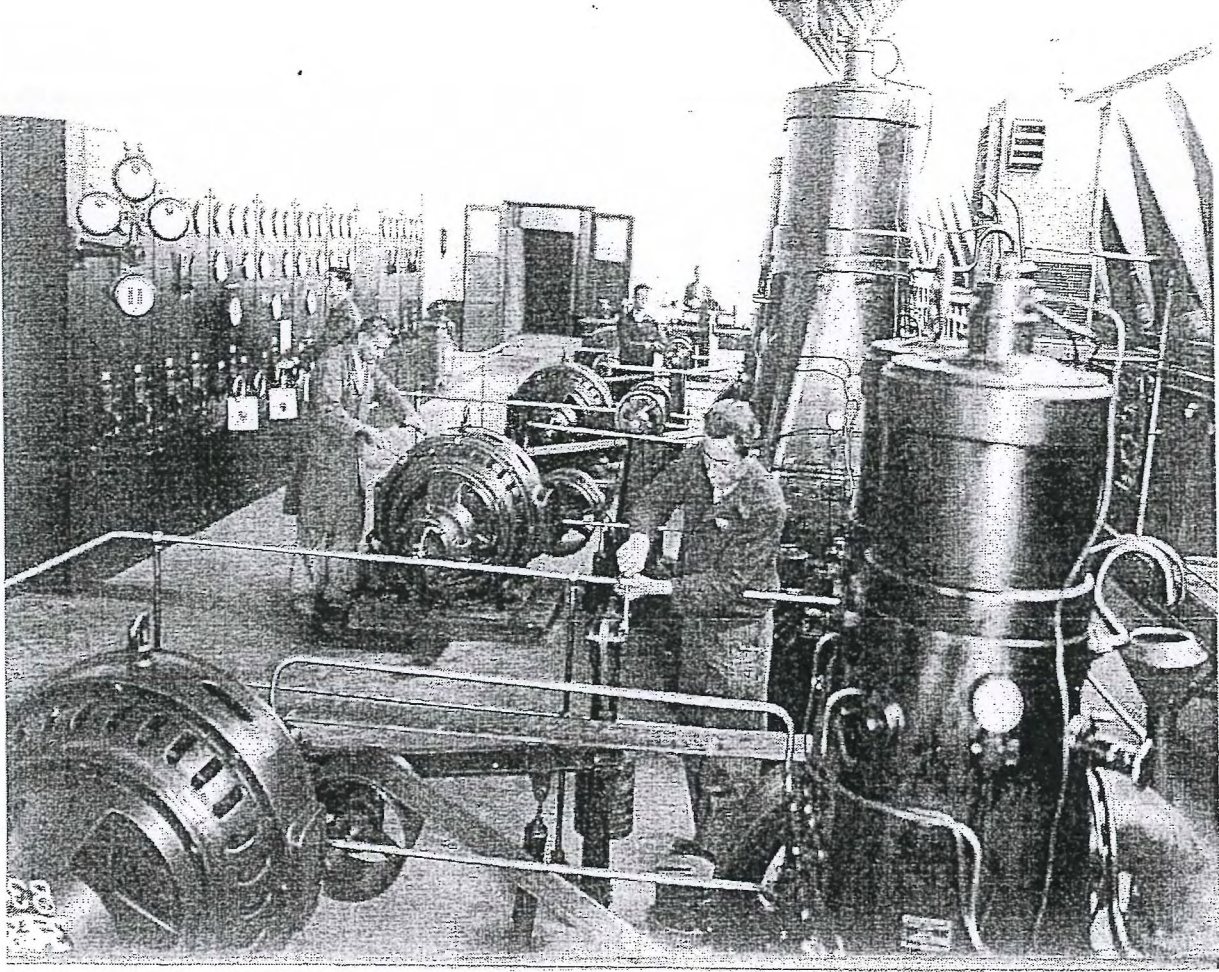
Resim 36 : Junkers Revizyon ve onarım atelyesi

3)Photograph 36: Junkers revision and repair shop



Resim 35 : Junkers revizyon ve onarım atelyesi

4) Photograph 35: Junkers revision and pepair shop



Resim 11 : Dizel atelyesi

5)Photograph 11: Diesel atelier

DOCUMENTS

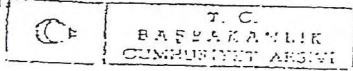
EK-1

طیاره و موتور

تاریخ و

نومردن

از مکتوبکزه جوابدر



آتقره ۱۴ کانون اول ۱۹۳۶

تلفراف آدرسی : موشاش

بانکه اوتباش : تورکیه ایش بانکه

پوسته قوساوس : آتقره ۱۳۷

آتقره ده :

تورکیه حکومت جیسورینسی باش وکالت جلیله شریفین
حمت پاشا حشورلرینه تعظیلات ایله

یک محتیم پاشا حشورلری ،

بوکون مالیه وکالت جلیله سه تقدیم اولنان عریضهک بر مورتنی لطفا کات سامیلرینک حلوماتدار اولمالری

امینه سیله احترامات و تعظیلات بی نهاییه مزه تردیفنا عریضه اجتنار ایلیسوریک محتیم پاشا حشورلری



ملقوف ۱ مالیه وکالت جلیله سه ۱۴ / ۱۳ / ۹۳۶

تاریخیله یازیلان عریضه مورتنی .

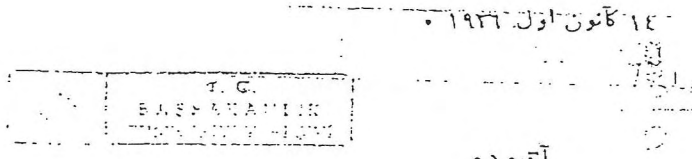
Tayyare ve Motor Türk Anonim Şirketi tarafından Türkiye Cumhuriyeti Başvekâli İsmet Paşaya fabrika inşası için harcanan 250.000 TL'nin
ödenmesi hususunda yazılan yazı (EK-1 ve EK-2)

- 2 -

030	10			171	187	10
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Paper written on the issue of payment of 250.000 TL. given to İsmet Pasha, Prime Minister of Turkish Republic, for the construction of the factory by Turkish Plane and Motor Corporation. (Appendix 1 and Appendix 2)

EK-2



آتقده ده

توركيه حكومت جمهوري مالىه وكالت جليلسته شريفش
مصلقى عبد العالى بك اقتدى حقرتلي

هر وئدر،

توركيه ده بر طياره فابريقى تاشينه دائر بر طرفدن توركيه حكومت جمهوري، ديكر طرفدن يونكوس طياره فابريقى آتوم شريكى آراسنده منعقد قاولئك ۹ نجى ماده سى سئبتيه وكالت جليليه آتیده كى هر يئاشنى سرد ايتكه جراتياب اوليوز .

مشترك فابريقه امر اولونجى سيارلرك وقع بولاجق مسافى تلافى ايدى جك درجه ده بولنجى ۹ نجى ماده ده دريئش ايديلمىشدر . شمدى به قدر انشا پروگرامنده دريئش ايديلمىش واقع اولان مسارف تقريباً ۳۵۰,۰۰۰ ايكيوز اللى يك تورك ليراسنه بالغ اولمىشدر . شمدى به قدر بو مسارفه تقابل ايدى بيلمك اوزره توركيه حكومت جمهوري طرفدن هيج بر - سيارنه نائل اولاماديقمز ايچون اشبو سرياتك وكالت جليله درجه لطفاً تلافى ايديلمىش و حريش ۳۵۰,۰۰۰ ايكيوز اللى يك تورك ليراسنك حسابمه ايش باتقه سته حواله بويورماسى ايچون اومرلا زنه اعطاسنى كمال حريشه رجا ايلرز .

شمدى به قدر بو بيلغى فابريقه انشاسى ايچون امريزه ميلا بولنان پاره دن صرف ايتديكمز دن بونك اعاده سته ، فابريقه انشا آتته متعلق پروگرام موجبنجه دوام ايدى بيلمكلىكز ايچون ، شمدتله عترى احتياج ايليرىز .

هر وئس بيلغه نه وقت تماحب ايدى بيلمكلىكز حقتده وكالت جليله ليرينك ياقين زبانه بزي لطفاً تنوير بويورماليرى

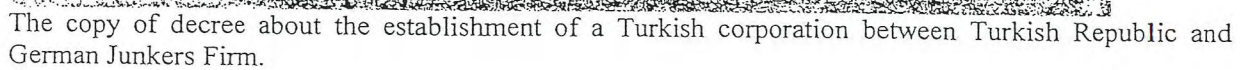
استرحام وسيله سيله تعظيمات و تكريمات بى نهايه مزي تقديم ايلرز اقدم .

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030	10			171	187	10
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Yazının eki

(Appendix 2)



EK-5

- 117 -

قرارنامه

جمهوری ترکیه
مجلس شورای ملی

6697

قلمرو جمهوری آلمان و نیز آلمان سفیر خود را به مقام وزارت معاهده که اختتام صورت
از به نتیجه بقیه بقیه کرده امضای تقاضای بی بی به بزرگداشت مدینه بزرگ
نموده خارج شده اولیای حیدر معارف و خطوط نیتند نویسی شورای معارف و بزرگداشت
نایب و 1237 شماره و بزرگداشت و بزرگداشت و بزرگداشت و بزرگداشت و بزرگداشت
نایب و 5821 شماره و بزرگداشت و بزرگداشت و بزرگداشت و بزرگداشت و بزرگداشت
تصویب و قبول اولیای

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خارجیه وکیل
داخلیه وکیل
مدافعه ملیه وکیل
باش وکیل
عدله وکیل
معارف وکیل
مالیه وکیل
اقتصاد وکیل
نافه وکیل
جمع و معاونت اجتماعیه وکیل

Türkiye Cumhuriyeti ile Alman Junkers Şirketi arasındaki TOMTAŞ mukavelenesindeki
ihtilafın halli için 7.500 TL'nin ödenmesi ile ilgili kararname sureti.

The copy of decree about the payment of 7.500 TL for the solution of the disagreement in the contract between Turkish Republic and German Junkers Firm.

Politicile referitoare la producția de avioane în primii ani ai republicii și prima uzină de avioane (Tomtaş)

Rezumat

Atatürk, în timpul războiului de la Tripoli, a prevăzut rolul pe care aviația l-ar putea juca în război. De asemenea, Imperiul Otoman, în ultimii săi ani, a încercat să se dezvolte și în plan aeronautic, dar, din cauza războaielor nenumărate, nu și-a putut atinge obiectivul.

Crearea Republicii Turcia a deschis calea industrializării pe care Atatürk dorea să o impună. Cel mai mare și cel mai costisitor pas spre industrializare l-a reprezentat deschiderea uzinei pentru construirea aeronavelor. Cercetările efectuate asupra documentațiilor de licitație au demonstrat că a existat o înțelegere între producătorul german Junkers și Republica Turcia, și, ca urmare, societatea comercială TOMTAŞ a fost creată în anul 1925 la Ankara. Conform cercetărilor, în 1926 a fost activată o uzină în Kayseri și un atelier de reparații la Eskişehir.

Problemele economice ale Republicii Turcia și ale companiei germane Junkers și dificultățile acestora în îndeplinirea obligațiilor acceptate de ambele părți au pus capăt colaborării inițiale. Ca urmare, firma TOMTAŞ a fost desființată.