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PHOTOGRAPHIC INTERPRETATION REPORT

TRAINING AREA
LEPEL, USSR
BELORUSSIAN MD

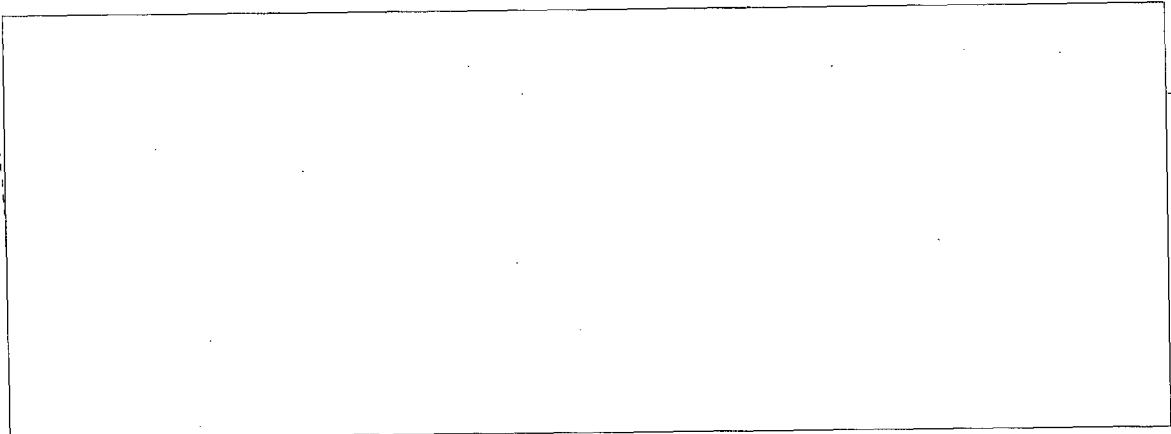
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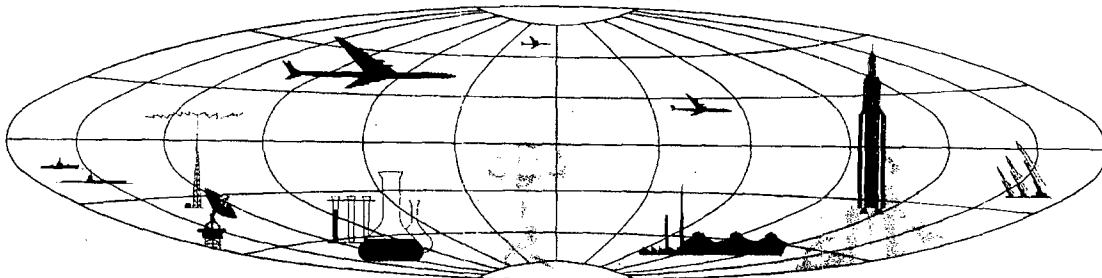
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GROUP 1
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PREFACE

This report is one in a series on Soviet Ground Force and logistic installations being prepared for a DIA/CIA Panel. The series is being coordinated, published and disseminated by NPIC. The photographic analysis is being performed by the NPIC Photographic Analysis Group, the CIA Photographic Intelligence Division (NPIC), and the Production Center 1P1c (DIA). The photographic analysis for this particular report was performed by the NPIC Photographic Analysis Group.

In the interest of uniformity, the titles and letter designators for the facilities observed at these installations are identical with those appearing in the project requirement. When a specific facility is not observed both its title and letter designator are omitted in the report.

Titles and letter designators for the various facilities are as follows: (A) railroad service, (B) road service, (C) landing strips, (D) administrative and troop housing areas, (E) storage areas, (F) ammunition storage areas, (G) POL storage areas, (H) other buildings and facilities, (J) equipment storage/maintenance areas, (K) athletic fields, (L) small arms firing ranges, (M) driver training areas, (N) tank/assault gun firing ranges, (P) flat trajectory firing ranges, (Q) artillery emplacements (batteries), (R) infantry or combined arms field training area or courses, (S) special training facilities, (T) unidentified facilities or tracking activity.



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TRAINING AREA
(54-55N 028-54E)
LEPEL, VITEBSKAYA OBLAST, USSR
BELORUSSIAN MD

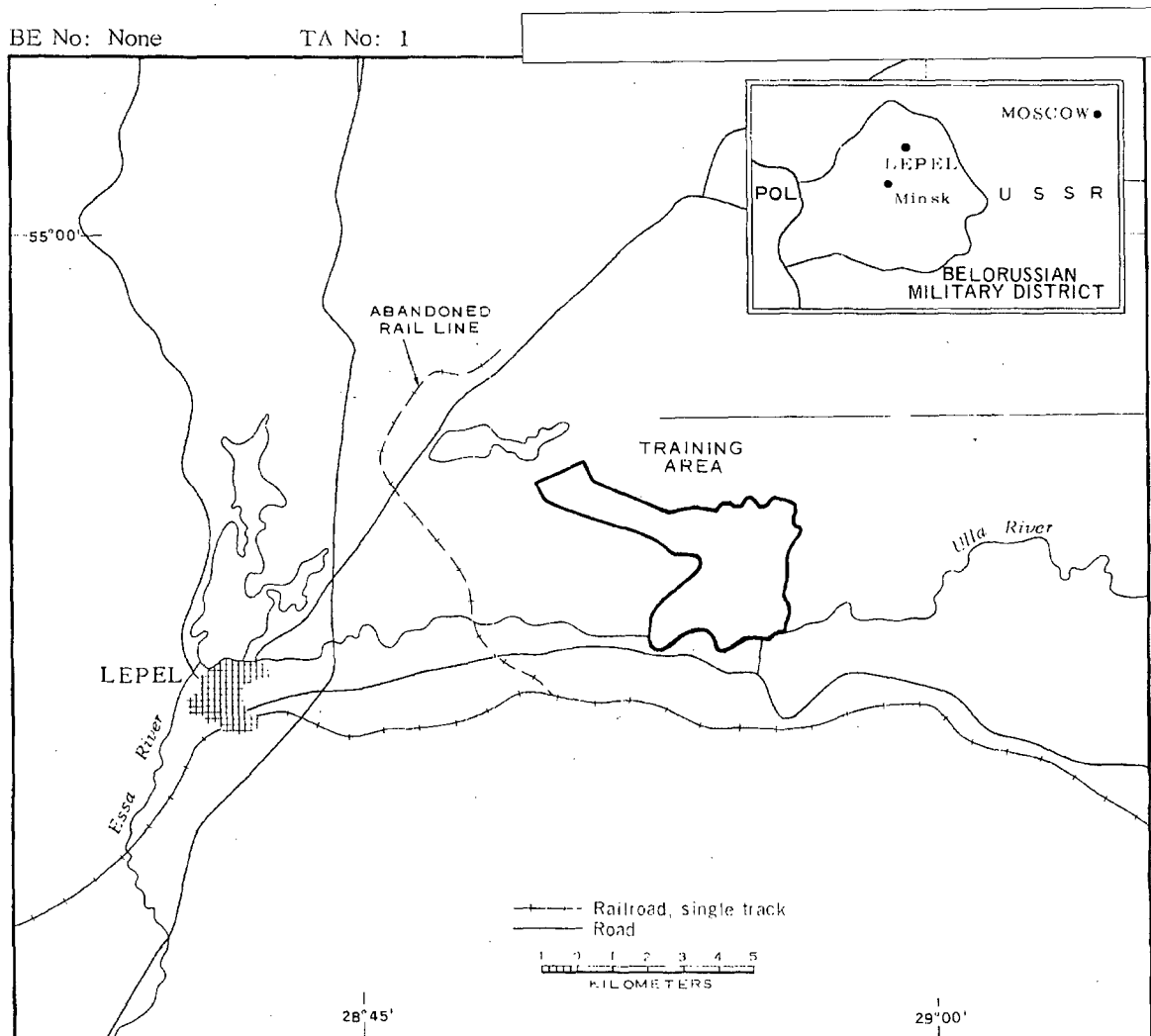
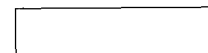


FIGURE 1. LOCATION OF TRAINING AREA, LEPEL.

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SUMMARY

A training area (TA-1) is located 15 kilometers (km) east of Lepel (54-53N 028-42E), immediately north of Lepel Army Barracks ZaslonoVo Stantsiya (AL-4) and 2 km south of Lepel Army Barracks and Headquarters Un-identified Guards Tank Division (AL-3). Secondary probable all-weather roads connect the training area with the barracks area and with the Lepel-Polotsk highway. Rail service is available at Lepel (Figure 1).

This training area (Figure 2), covering approximately 5,260 acres, extends north from AL-4 approximately 8.5 km and has an average width of approximately 4 km. The training area is surrounded by heavy forest and varies less than 50 feet in elevation. Troop housing and logistical support for the training area are located at AL-3 and AL-4. Training facilities include six tank/assault-gun firing ranges and one driver-crew training area.

The area is covered by nine KEYHOLE missions between August 1961 and February 1964. Comparative analysis revealed the following changes during the August - December 1961 period: the addition of two possible small arms firing ranges and a subcaliber firing range, and the addition of moving target runs added to tank firing ranges N2 and N5. During the December 1961 - April 1962 period, firing lanes were activated at tank firing ranges N2, N3, and N4. During the April 1962 - June 1963 period, five range control buildings were constructed at the tank firing ranges.

The level of track activity in the driver-training area has remained constant. The level of track activity on the tank/assault-gun firing ranges has increased from light when first observed between August 1961 - April 1962 to medium by August 1963.

DESCRIPTION OF INSTALLATION

Railroad Service

The Lepel-Orsha rail line runs 2.5 km south of this area.

Road Service

Secondary probable all-weather roads connect with the Lepel-Polotsk highway.

Other Buildings

One range control building, associated with area N1, and four range control buildings, associated with the southern five tank/assault-gun ranges, were first observed in June 1963.

Small-Arms Firing Ranges

Area L contains two possible small-arms firing ranges, both observed for the first time in December 1961. Approximate dimensions are 285 by 115 feet and 430 by 115 feet.

Driver-Training Area

Area M, present since August 1961, is an irregularly shaped, driver-training area used primarily for tracked vehicles. Track activity has remained constant with no winter training observed.

Tank/Assault-Gun Firing Ranges

Area N1 is a 5,200-foot range* with probably three 2,150-foot firing lanes and six moving target runs; two at 90 degrees right, one at 75 degrees right, one at 30 degrees right, and two at 10 degrees right.**

*The maximum distance from the static firing line to the moving-target runs.

**The angle of the moving-target run is the angle formed by a perpendicular line drawn from the static firing line to the target run at the control house position.





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Area N2 is a 4,425-foot range with three 2,850-foot firing lanes and two moving target runs, one at 95 degrees left and one at 25 degrees right. Possible stationary targets are also located in this area. The first moving target run was observed in December 1961. The firing lanes and possible stationary targets were first observed in April 1962.

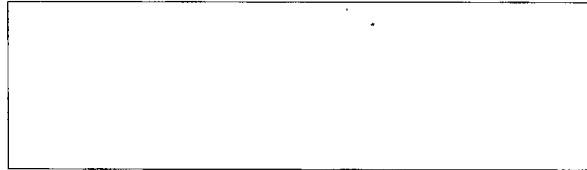
Area N3 is a 2,850-foot range with three 2,800-foot firing lanes and possible stationary targets. The firing lanes and possible stationary targets were first observed in April 1962.

Area N4 is a 2,000-foot range with two 1,350-foot firing lanes and possible stationary targets. The firing lanes and possible stationary targets were first observed in April 1962.

Area N5 is a 3,925-foot range with three 2,725-foot firing lanes and one moving target run at 50 degrees left and one possible moving target run at 25 degrees left. The target runs were first observed in December 1961.

Area N6 is a 370- by 70-foot probable sub-caliber range, first observed in December 1961.

The general level of track activity on all the ranges has increased from light when first observed to medium by August 1963. No winter training was observed.



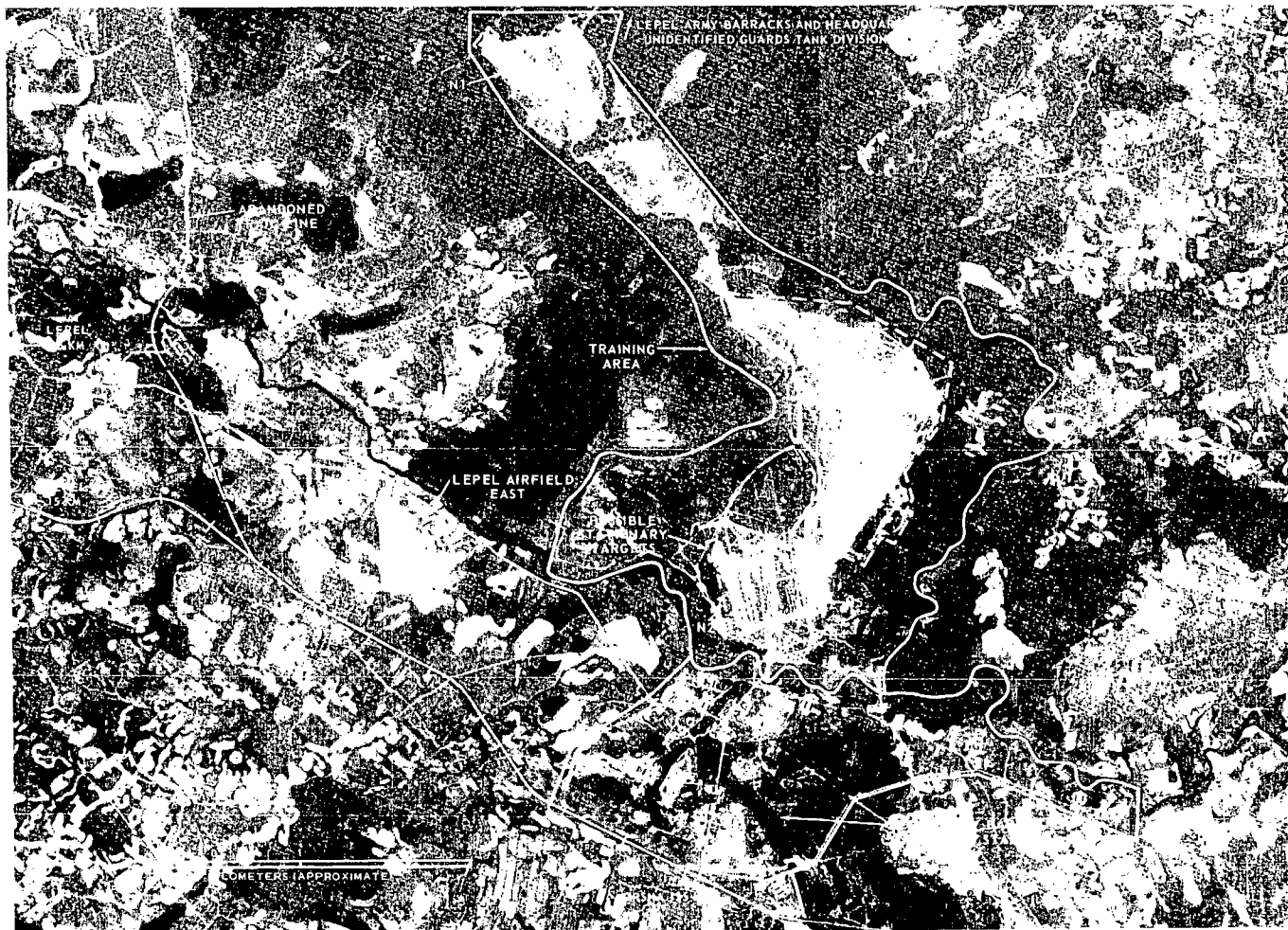


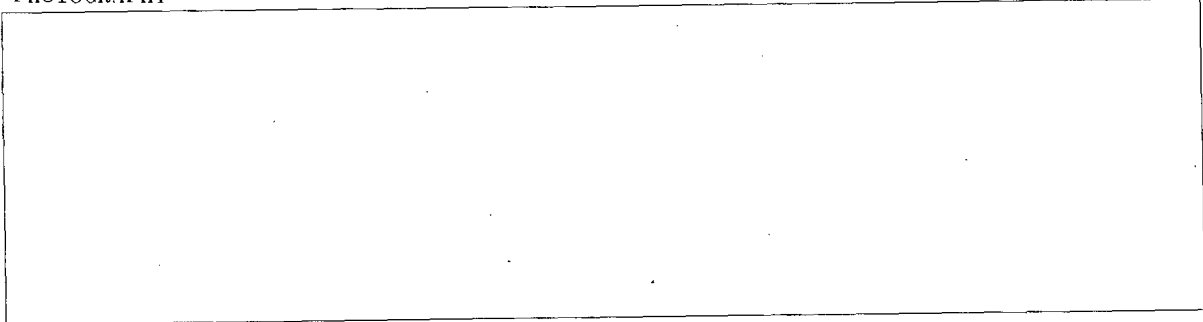
FIGURE 2. TRAINING AREA, LEPEL, USSR, AUGUST 1963.



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REFERENCES

PHOTOGRAPHY



MAPS OR CHARTS

US Air Target Chart, Series 200, Shoot 0168-10HL, 2d ed, Oct 62 (SECRET)

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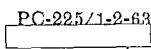
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REQUIREMENT

C-RR4-81,111 (partial answer)

NPIC PROJECT

N-236/64



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