

CENTRAL INTELLIGENCE AGENCY

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S-E-C-R-E-T

COUNTRY	USSR (Latvian SSR)	REPORT		25X1
SUBJECT	Batas and Jaunlepaya Airfields in and around Lepaya	DATE DISTR.	7/20/52	25X1
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PLACE ACQUIRED		REFERENCES		
DATE ACQUIRED	This is UNEVALUATED Information			25X1

SOURCE EVALUATIONS ARE DEFINITIVE APPRAISAL OF CONTENT IS TENTATIVE

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Batas Airfield

1. The Batas Airfield (sic), located at the northeast end of Lepaya Lake, was expanded to the west and east after 1945, making it about twice as long as before (see sketch No. 1, p.4).<sup>1</sup> A new road, running in a wide curve along the eastern border, replaced the old road, which ran along the eastern side of the airfield.
2. A hangar built in 1940 or 1941 was located at the northwest end of the field. It was 120-150 meters long and about 80 meters wide, and it was not as high as the meteorological station. The black hangar roof was probably covered with tar paper.
3. The meteorological station, the highest building on the airfield, was located east of the hangar. It was 2½-3-story red brick with a wind cone and a wind rose on its slanting roof.
4. East of this building were the round and square fuel tanks.<sup>2</sup> These tanks were located in a 200x200 meter area enclosed by barbed wire and were not as high as the meteorological station.
5. The pumping station was in a 10x10-meter one-story building located between the airfield and the lake. Its function was to keep the airfield dry. An earth bank ½ meter high was also located here.
6. Pilots lived in some five two-story houses north of the hangar. The yellow brick houses had either grey slate or tar paper roofs.
7. A wide circular area in front of the hangar was concrete. The airfield was otherwise only sodded. Strong air currents from MIGs, i.e., jet fighters, caused clouds of dust when they took off.
8. Two concrete runways were being built in the southeast part of the airfield in the summer of 1952. Only 15 to 20 meters of each runway were completed by the end of 1952.

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC					
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(Note: Washington distribution indicated by "X"; Field distribution by "#")

[redacted]

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[redacted] the following types of aircraft at Batas Airfield in the fall of 1952:

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- a. Two-engine propeller-driven bombers which source had seen in Soviet air attacks on Lepaya during World War II.
- b. A short and long type of single-engine propeller-driven fighter plane also observed during World War II.
- c. MIGs.
- d. A few twin-tailed planes rarely seen, some kukuruzniki biplanes (sic), well known during the last war, and others.

9. There were about 15 MIGs at Batas Airfield, and this number remained fairly constant. [redacted] these planes were usually kept in the hangar. However, up to 30 MIGs and up to 30 bombers had been observed over Lepaya during alarms. Other types of planes had also been seen in greater numbers during these frequent alarms. Source did not know where the planes came from; but, when the alarm was over, they would disappear.

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10. The hangar was too small to house all of the airplanes, so that many of them were seen on the west side of the airfield and also near the fuel tanks on the northwest side of the field. The planes not in the hangar were covered with tarpaulin during the winter.

11. Planes took off and landed in a west-east or east-west direction. [redacted] leaving the ground at about 700 meters, or at the middle of the airfield.

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12. [redacted] no searchlights at night at the airfield, but he did see both red and white flares shot up during landings. No guards were seen at the field, and there was no barbed wire around the place.

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13. Some disassembled MIGs were unloaded at the naval port from railroad cars on the unloading ramp about 200 meters south of the large water tower of the naval port in the late fall of 1952. The MIGs were then transported by trucks to the Batas Airfield over a period of one week. [redacted] these disassembled MIGs were stored in the airfield hangar, since they were not seen anywhere else on the field. The continuous truck traffic during that week from the naval port [redacted] a large number of MIGs had been transported to the airfield.

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Jaulapaya Airfield  
14. The Jaulapaya, or Kalpaka airfield, located near the Kalpaka Bridge at the Naval Harbor Canal, had not been enlarged or repaired since the war.<sup>4</sup> This airfield was of minor military importance, since it was used mainly by civil air transport planes and since cows were permitted to graze freely at the southeast corner of the field (see sketch No. 2, p. 5).

15. A hangar built during the Latvian period was on the north side of the airfield, and a hangar formerly belonging to the Aizsargu Air Force (Latvian National Guard) was located next to it. Two concrete 200-300-meter runways running north-south and parallel to Sarkanarmijas iela were opposite these hangars. The runways ended in front of a new, asphalted street which ran from Krumu iela, crossed Piltenes iela, and joined Sarkanarmijas iela.

16. [redacted] the width of the airfield to be about 200 meters. The airfield ended near the curve of a road which came from the east and ran parallel to the Naval Harbor Canal. The road turned off in the direction of the bridge beyond the munition warehouses. Soldiers in infantry uniforms guarded these old concrete munition warehouses.

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17. A ten-meter-high rectangular concrete tower built during the Latvian period was located between Sarkanarmijas iela and the roadstead. Its purpose was unknown.

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[Redacted]

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18. Kukuruzniki biplanes, carrying two passengers and the pilot, operated between Kalpaka Airfield and Riga in the years following the Soviet occupation of the country. The flight from Lepaya to Riga, for anyone who had money for the ticket, cost 65 rubles. [Redacted] the cost of the airplane ticket, since it was twice as much as the 37-ruble railroad ticket. (sic). These flights between Lepaya and Riga were later made by large twin-engine planes, which sometimes were forced by weather conditions to land at Batas Airfield.

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[Redacted] Comments

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- 1. Batas Airfield is usually referred to as Lepaya East Airfield.
- 2. [Redacted] where no fuel tanks were observed at Batas Airfield.
- 3. The kukuruznik biplane is probably another name for the three-seater PO-2 biplane.
- 4. Jaunlepaya Airfield is usually referred to as Lepaya North Airfield.

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[Redacted]

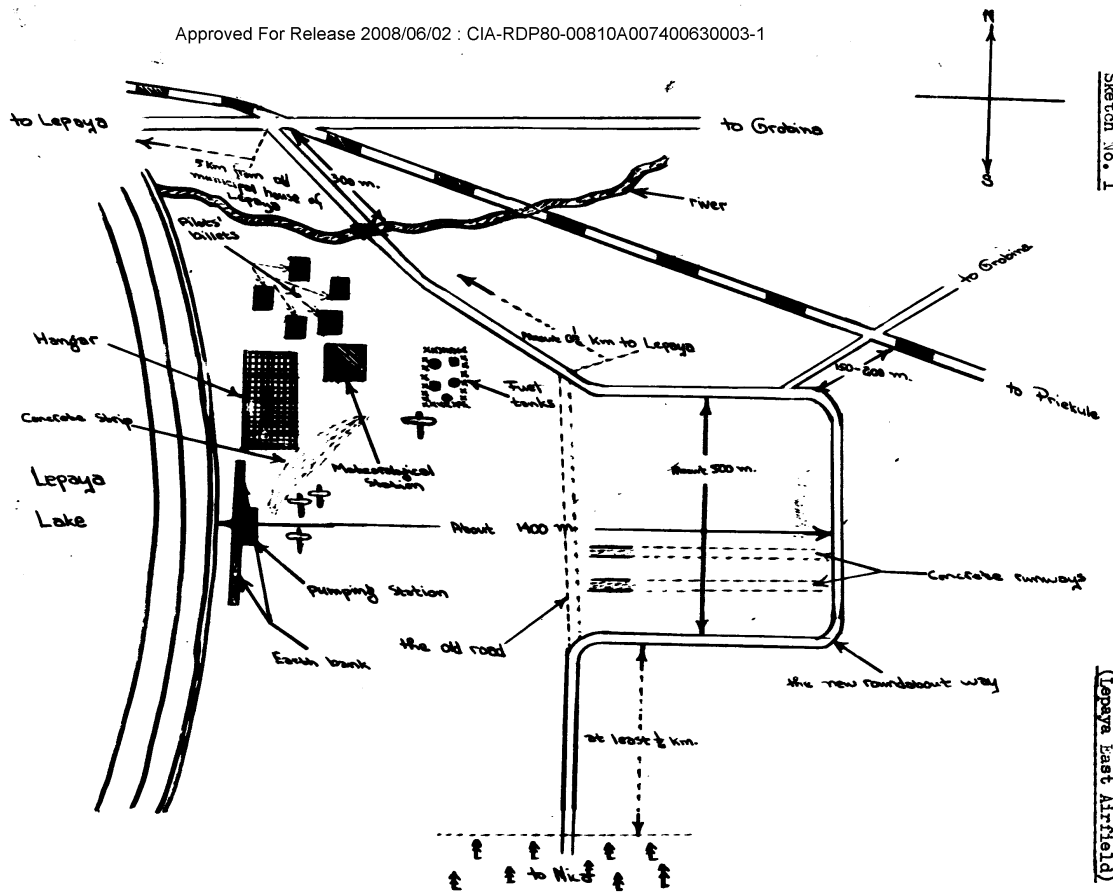
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Sketch No. 1



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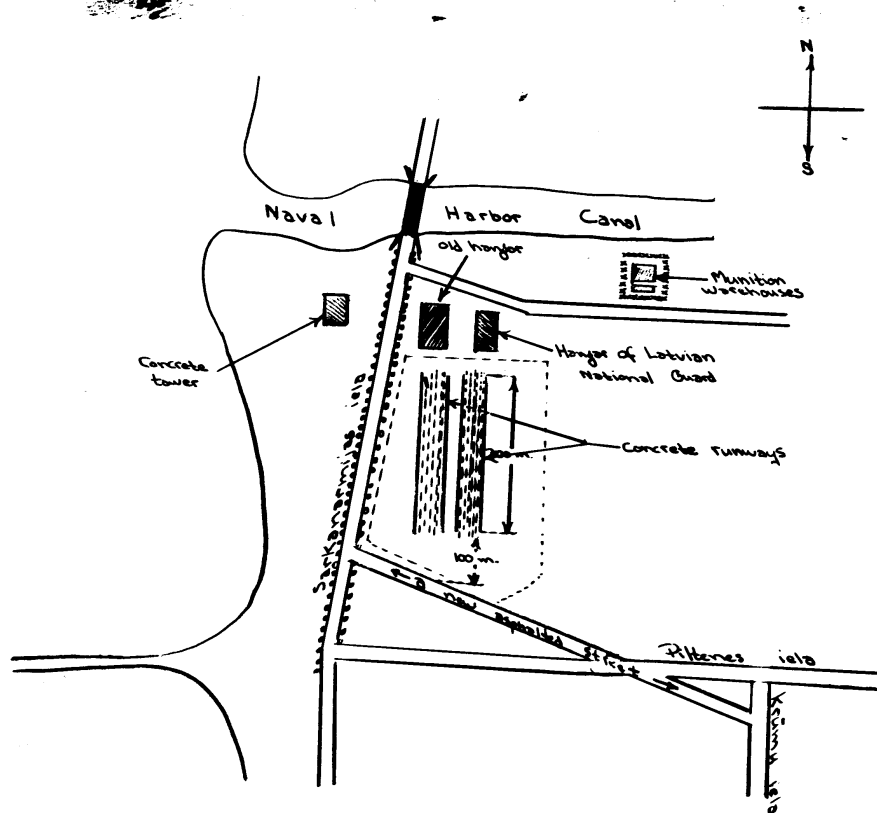
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Betas Airfield  
(Lepaya East Airfield)

(not to scale)

Sketch No. 2



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