

1977

THE PARLIAMENT OF THE COMMONWEALTH OF AUSTRALIA

Parliamentary Standing Committee on Public Works

REPORT

relating to the proposed development of

RAAF BASE Point Cook, Victoria

(THIRD REPORT OF 1977)

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PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS

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Point Cook, Victoria.

(Third Report of 1977)

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PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS

DEVELOPMENT OF ROYAL AUSTRALIAN AIR FORCE BASE
POINT COOK, VICTORIA

R E P O R T

By resolution on 16 March 1977 the House of Representatives referred to the Parliamentary Standing Committee on Public Works for investigation and report to the Parliament the proposal for the development of the Royal Australian Air Force Base, Point Cook, Victoria.

The Committee has the honour to report as follows:

THE REFERENCE

1. The proposal referred to the Committee comprises two elements in the overall development at the Royal Australian Air Force Base at Point Cook and involves the construction of sleeping accommodation for 96 airmen (Stage 1) and the provision of facilities for the No. 1 Flying Training School (Stage 2).
2. The accommodation consists of six two-storey buildings of brick construction, providing facilities for sleeping, toilet, ablution, laundry and common room accommodation.
3. The facilities for the No. 1 Flying Training School comprise the No. 1 Flying Training School headquarters containing the administration and ground training functions of the school, flight line buildings for the control and supervision of aircraft line operations including the co-ordination of maintenance and servicing and the maintenance squadron headquarters and workshops.
4. The estimated cost of the work when referred to the Committee was \$2.55 million.

THE COMMITTEE'S INVESTIGATION

5. The Committee received written submissions from the Department of Defence, the Department of Construction and the Western Region Commission

and took evidence from their representatives at a public hearing at Point Cook on 18 April 1977. Written submissions were also received from the Port Phillip Authority and the Melbourne and Metropolitan Board of Works.

6. Prior to the public hearing, the Committee inspected the existing facilities and the sites for the new buildings at R.A.A.F. Base, Point Cook.

7. The Committee's proceedings will be printed as Minutes of Evidence.

R.A.A.F. BASE, POINT COOK

8. Previous Enquiries The Public Works Committee has had a long involvement with the development of Point Cook, having reported in 1922 on the provision of additional quarters, in 1961 on the construction of a science block at the R.A.A.F. Academy and in 1965 on the present facilities of the R.A.A.F. Academy.

9. Present Role and Organisation Point Cook is a major permanent training base of the R.A.A.F. Its major role is that of providing flying and ground training for the majority of officer entrants to the R.A.A.F. The main activities of the units located at Point Cook are outlined below.

10. Formation Headquarters The Formation Headquarters is responsible for the supervision, control and co-ordination of all units at Point Cook.

11. Base Squadron The Base Squadron provides base services such as accommodation, accounting, air traffic control and equipment supply. It also has the task of training firemen and fire officers for the R.A.A.F.

12. No. 1 Flying Training School No. 1 Flying Training School provides basic training for all military pilots in Australia. It conducts pilots' courses for the R.A.A.F., the R.A.N. and the Australian Regular Army, and provides pre-basic flying training for R.A.A.F. Academy cadets. It also provides basic pilot training for members of overseas forces under the Defence Co-operation Program. Point Cook's present role will continue after the R.A.A.F. Academy is absorbed into the proposed Australian Defence Force Academy to be built at Canberra. The School carries out its own aircraft maintenance and also provides general engineering support for other units on the base.

13. R.A.A.F. School of Languages The R.A.A.F. School of Languages conducts full time language courses to provide trained linguists for the Services and other departments and authorities of the Commonwealth.

It also undertakes training in English for personnel being trained in Australia under the Defence Co-operation Program.

14. R.A.A.F. Institute of Aviation Medicine The R.A.A.F. Institute of Aviation Medicine conducts training and research in aviation medicine and also undertakes the training of R.A.A.F. medical orderlies and nursing sisters.

15. Officers' Training School The Officers' Training School conducts initial and other training courses for non air crew officers of the R.A.A.F. and provides centralised instruction in Air Force Law.

16. R.A.A.F. Academy The Academy offers a four-year course during which time cadets obtain a university degree in science or engineering and post graduate training in military aviation.

17. R.A.A.F. Museum The R.A.A.F. Museum is also located at Point Cook.

THE NEED

18. The existing buildings at Point Cook comprise a mixture of permanent and temporary structures, the latter dating from the years of World War I, and including some erected during World War II. All the temporary buildings remaining in use have long exceeded their designed life. They were not designed for their present function, are inappropriate for the climatic conditions at Point Cook and are costly to maintain.

19. Sleeping Accommodation Sleeping accommodation for Point Cook male staff of the ranks of corporal and below currently consists of single and two-storey timber buildings which were constructed in the period between World War I and World War II and other single storey huts built during World War II. The buildings are well below current approved Services' Scales and Standards of Accommodation and they fall far short of accepted community standards. Many airmen have applied to live 'off base' because of the poor living conditions existing 'on base' at Point Cook.

20. No. 1 Flying Training School No. 1 Flying Training School is organised into three squadrons; Air Training, Ground Training and Maintenance under No. 1 Flying Training School Headquarters.

21. The Headquarters and Air and Ground Training Squadrons are currently housed in World War II buildings of timber framed, galvanised iron

clad construction. These buildings are far below modern standards and cannot be economically heated or ventilated. The buildings also lack adequate toilets and change room facilities and the size of lecture rooms is such that a class of more than 25 students creates serious overcrowding. Additionally, these elements of the school are located in two distinct groups of buildings positioned about 400 metres apart. This separation creates significant functional and administrative difficulties. The Air Training Squadron is located in three buildings adjacent to the aircraft apron and suffers serious noise interference because the buildings cannot be adequately acoustically insulated.

22. The Maintenance Squadron occupies, on the western side of the airfield, numerous World War II huts and six Bellman hangars, whilst about 1 km away on the southern side of the airfield it occupies part of an old seaplane hangar. The Bellman hangars are in relatively good condition. It is intended to replace facilities for the safety equipment workshops (currently housed in the old seaplane hangar), the electronic instrument workshops and the squadron headquarters (currently located in the old huts adjacent to Williams Road) in one of these hangars with two attached annexes. The huts are timber-framed and clad with galvanised iron walls and asbestos sheet roofs. They suffer from similar shortcomings to those occupied by the other elements of the school.

23. The Flight Line Section, which is part of the Maintenance Squadron, is located adjacent to the aircraft apron in a hut of similar age and construction to those described above. Noise from aircraft is a serious problem as the buildings cannot be effectively acoustically insulated.

24. Committee's Conclusion Existing accommodation for airmen at R.A.A.F. Base, Point Cook is below acceptable standards and long overdue for replacement.

25. The facilities of No. 1 Flying Training School are of World War II vintage and their replacement is fully justified.

PROPOSED FACILITIES. (STAGE 1)

26. Sleeping Accommodation The proposal is to provide permanent sleeping accommodation for 96 airmen and will consist of six double storey buildings, providing facilities for sleeping, toilet, ablution, laundry and common room. The buildings will provide areas, facilities, fittings

and equipment based on the Services Scales and Standards of Accommodation entitlements as modified to take account of the new concept of "Flat" type quarters. This revised approach to Services' sleeping accommodation has been the result of detailed studies over the past three years by the Department of Construction in liaison with the Department of Defence, the Treasury and the three Services.

27. "Flat" type accommodation instead of "institutional" type barracks accommodation is proposed for this and future accommodation projects.

28. The review of Services Accommodation resulted from recommendations by previous Public Works Committees. The Committee's Report on Replacement Accommodation at H.M.A.S. Albatross, Nowra (Eleventh Report of 1971) recommended, as a matter of urgency, an examination be made of whether variations of the conventional barrack type of living-in accommodation for the Services might offer a more satisfactory and equally acceptable standard of accommodation and at the same time prove to be at least equally economic. The Committee's recommendation followed a study by the then Department of Works on the standards and costs of living-in accommodation for nursing sisters at the Alice Springs Hospital. The study questioned the widely held belief that hostel accommodation, which is similar in many respects to barrack quarters, was the most economic and desirable way of housing sisters at the hospital.

29. The grouping of the buildings, the internal plan layout and the standard of construction and finishes planned for airmen at Point Cook are in accordance with the principles set out in a document entitled "Services Sleeping Accommodation - Design to Cost Targets", which resulted from a critical examination of ways and means to reduce overall costs whilst incorporating the upgraded scales and standards. The Committee concurs with the "Design to Cost Target" approach system being introduced to control costs and recommends that all future Services' sleeping accommodation should be based on the principles developed during the detailed studies on the Services Accommodation review.

30. The provision of sleeping quarters for 96 airmen has been presently assessed as the minimum requirement for Point Cook staff and the planned training commitment.

31. The design is based on the needs of the airmen and was discussed with them; it also accords with the demands of the available site and is based on the desire to create a more congenial atmosphere than that which exists in traditional barrack blocks.

Other major aspects of design include the cost and area targets as outlined above.

32. The proposal is based on a unit of four persons sharing amenity facilities, each block comprising four units in two storey construction. This provides a more "family" oriented social grouping and will result in buildings that are compatible with existing residential development and landscape profile.

33. The formal setting of traditional barrack blocks inhibits casual use by the servicemen of the immediate surrounds, whereas this proposal deliberately creates semi-enclosed landscaped outdoor living spaces, closely associated with the indoor accommodation which are readily accessible and have some degree of privacy.

34. Committee's Conclusion The Committee

- endorses the recommendation of previous Public Works Committees that traditional barrack type accommodation for the Services be replaced by "flat" type accommodation;
- concurs with the "Design to Cost Target" approach system being introduced to control project costs;
- recommends that all future Services' sleeping accommodation should be based on the principles developed during the detailed studies in the Services Accommodation review;
- recommends that the new principles adopted by the Government for defence sleeping accommodation facilities should be kept under review to ensure more efficient and lower cost designs, commensurate with the requirements of the Services;
- notes that the proposal for sleeping accommodation for 96 airmen at R.A.A.F. Point Cook meets the new criteria currently adopted.

CONSTRUCTION - SLEEPING ACCOMMODATION

35. Site The site is presently occupied in part by timber-framed sleeping accommodation buildings for airmen built during World War I and soon after. These buildings will be demolished.

36. The site is bounded by roads and zoned as an area for living accommodation for airmen and airwomen including mess and recreation facilities. The areas to the east and north are reserved for recreational use while those to the south and west accommodate existing married quarters. While there are a few large sailing cypress trees in the site area, there is little developed landscaping of any consequence.

37. Committee's Conclusion The Committee is satisfied that the site selected for the airmen's sleeping accommodation is suitable.

38. Structure The buildings will be of brick construction and will be compatible with the nearby recently constructed accommodation for airwomen. Brick walls will be load bearing and floors will be reinforced concrete.

39. The roofs will be timber framed and covered with metal decking over insulation. Stained timber-framed windows and external doors will be used with appropriate timber boarding in spandrel panels. The materials have been chosen for low capital and maintenance cost and design consistency.

40. Finishes Internal finishes will provide a domestic environment consistent with function and minimum maintenance requirements. Internal walls will be painted blockwork, with ceramic tiled sections to wet areas.

41. Ceilings will be painted concrete and plasterboard sheeting to ground and first floor rooms respectively.

42. Selected quality carpet from a Department of Construction period contract has been nominated for bedrooms, entry and common areas. Ceramic tiles will be utilised in wet areas with concrete being adequate for laundries and store rooms.

43. Fittings and Services Bedroom furniture consisting of modular unit components will be provided in accordance with the scaled entitlements. A design is being developed to enable consistency of standard and supply and to achieve the cost benefit of bulk purchasing of large numbers of repetitive units.

44. Selection of curtains, holland blinds, the design of furniture and general interior materials, colours and details will be co-ordinated.

45. The heating and domestic hot water systems have been selected on a lowest annual charges basis from a range of appropriate systems. The system selected also has a low initial cost. Bedrooms and common rooms will be heated by thermostatically controlled electrical heaters.

46. Laundry equipment, including a washing machine and tumbler dryer, will be provided in a laundry for each group of eight personnel. Hand fire extinguishers and small bore hose reels will be provided.

47. Engineering Services Services will include:

- sealed car parks with bituminous surfaces and an underground stormwater drainage system;
- water supply mains and sewerage reticulation connected to the existing systems;
- external hydrants for fire fighting;
- electrical reticulation by underground cables from an existing substation;
- standard lighting to the car parks and pathway connections to the buildings;
- garden watering;
- landscaping in the immediate environs of the new buildings will be designed with a view to minimum operational maintenance. Landscaping will include informal planting using Australian native species selected for the difficult site and soil conditions.

PROPOSED FACILITIES (STAGE 2)

48. No. 1 Flying Training School These works consist of four components; one building to house the administration and training facilities for the Headquarters and Air and Ground Training Squadrons; two annexes on an existing hangar to house the Maintenance Squadron Headquarters, Safety Equipment and Electronics Workshops; and one building to house the Flight Line Section.

49. Flying Training School Building This building contains the administration and ground training functions of the school. Its major function is to provide the initial training in flying theory and practice for newly recruited pilot trainees.

50. The following main elements are to be located in the building:

- School Headquarters with accommodation for the Commanding Officer of the School and his administrative staff;
- ground training facilities comprising lecture rooms, model room, aerodynamics laboratory and library;
- office accommodation for instructional and support staff;
- crew rooms;
- trainee briefing cubicles;
- staff and student amenities.

51. An essential functional requirement is that the facility be located near to the aircraft parking area for convenient access by students and instructors. This will minimise time taken in moving to and from ground training facilities and practical flying training.

52. Flight Line Building This building is required for the control and supervision of aircraft line operations. These activities include the co-ordination of scheduled and unscheduled maintenance to online aircraft, servicing and replenishment of aircraft, the issue of aircraft to instructors and students for practical flying training and the issue and storage of air crew safety equipment.

53. Functionally, this facility must be located next to the airfield apron pavement where aircraft are parked ready for use, to permit ready access by ground maintenance personnel, instructors and students. It is also required to be within close proximity to the Flying Training School for convenient access by instructors and students.

54. Maintenance Squadron Headquarters and Workshops This building contains maintenance functions of the Flying Training School for the regular and emergency servicing of safety equipment and aircraft instruments. The main elements are:

- squadron headquarters;
- electronics workshop;
- air crew safety equipment workshop.

55. The functional requirement is that this building be located in the maintenance hangar area near the airfield apron pavement and the flight line building.

56. Committee's Conclusion The proposed buildings for No. 1 Flying Training School are appropriate and will ensure the efficient operation of the Flying Training School.

CONSTRUCTION - NO. 1 FLYING TRAINING SCHOOL

57. Sites The sites are presently occupied by substandard timber buildings which will be demolished. Prior to demolition, the existing buildings will be temporarily relocated to the north of their present location while the new facility is being constructed. The sites are serviced by sewerage, stormwater, water and electrical services.

58. Committee's Conclusion The Committee considers that the sites selected for No. 1 Flying Training School buildings are suitable.

59. Structure The Flying Training School building will be of reinforced off-form concrete and have an appearance in keeping with its location and function. With the building being located near operational aircraft areas, special provision will be made for noise insulation, particularly the lecturing and briefing rooms. The metal framed windows have been designed for sound attenuation and will have sun screening.

60. The flight line building will be of concrete construction for walls, floor and roof with fixed windows.

61. The proximity of the building to aircraft in readiness, with motors running requires that it be sealed against sound intrusion.

62. The Maintenance Squadron Headquarters and workshops will consist of a single-storey connection between Bellman hangar buildings 184 and 185 and a two-storey annex on the west of building 184. This will provide ready access from the associated maintenance areas in these buildings. The building will have a steel frame with pre-coated metal cladding.

63. Air Conditioning Air conditioning will be provided in all buildings in this section of the reference as the Flying School and flight line buildings will be sealed against sound intrusion due to their proximity to aircraft operations and in addition, the flight line building and the Maintenance Squadron Headquarters and workshops require a temperature

and humidity controlled atmosphere for air crew safety equipment storage and radio and instrument repairs.

64. Landscaping The site for the Flying Training School is presently screened from Williams Road by a row of large cypress trees which are very old and are dying. The landscape development of this site will include the replacement of these trees with a suitable form of vegetation to complement the total development of the new building.

65. Roads and Car Parks For the Flying Training School, an area of aircraft apron which is not required for aircraft will be converted to a car park immediately south of the proposed building. Access roads and concrete footpaths will be provided for both the school and maintenance buildings.

66. Fire Detection A thermal fire detection system, hand fire extinguishers and small bore hose reels will be provided in the three buildings in the complex.

67. Electrical Services Electrical reticulation will be by underground cables from an existing substation.

68. Hydraulic Services Water supply mains and sewerage reticulation will be connected to the existing mains.

69. Committee's Conclusion The Committee recommends the construction of the work in this reference.

ENVIRONMENTAL ASPECTS

70. The development of R.A.A.F. Base, Point Cook has been examined by the Commonwealth Department of Environment, Housing and Community Development which determined, in consultation with the Victorian Ministry for Conservation, that an Environmental Impact Statement was not required. A Certificate of Compliance with the Environment Protection (Impact of Proposals) Act 1974 has been issued.

71. The representative of the Western Region Commission, an association of nine municipal councils in the west of Melbourne, sought public access and use of the foreshore area of Port Phillip Bay within the confines of the R.A.A.F. Point Cook property. He also sought an assurance that the location and appearance of the proposed buildings would not detract from the planned

metropolitan park adjoining the base. Written advice supporting the Commission's view was received from the Port Phillip Authority, the Melbourne and Metropolitan Board of Works and the Werribee Council.

72. The Committee was advised that access could be provided along the beach for use by the public and that the Department of Administrative Services would need to be consulted concerning detailed arrangements.

73. We were told that the proposed buildings would enhance rather than detract from the local environment. As to the future of the Aviation Museum, another matter raised, the Committee was advised that there was no intention to change the existing R.A.A.F. Museum and that the question of a National Aviation Museum was one which would have to be considered in the future.

NOISE EXPOSURE

74. For important R.A.A.F. flying bases, the National Acoustic Laboratories, acting as consultants to the Department of Defence, have prepared forecasts of noise exposure to aid in the proper siting and design of facilities. In the case of the No. 1 Flying Training School Headquarters, Air and Ground Training Squadrons complex and the flight line building, functional requirements dictate a location which is subject to high aircraft noise, resulting in the need for special noise reduction measures being incorporated in the building designs. The extent of noise reduction is based on the recommendations of the laboratories as to acceptable noise exposure levels in the various functional areas of each building.

USE OF R.A.A.F. ACADEMY FACILITIES

75. Under present planning, it is expected that the R.A.A.F. Academy will move to Canberra in 1982 and form part of the Australian Defence Force Academy.

76. The buildings used by the R.A.A.F. Academy are then planned to be converted for use by the Officer Training School, the R.A.A.F. School of Languages and part of Base Squadron. These units are currently occupying temporary facilities. The conversion is estimated at approximately \$600,000 and would obviate the need for new facilities for these units at Point Cook, thus saving approximately \$1.5 million.

FUTURE DEVELOPMENT

77. The works already described in this report are the most urgent stages of the major redevelopment program for Point Cook. Stage 3 of the

program, for which it is planned to seek Government approval in principle in the latter half of 1977, will contain the following elements:

- airmen's mess and recreation centre;
- senior N.C.O.'s sleeping quarters;
- senior officers' sleeping quarters;
- equipment store and accounting section;
- base police services building;
- engineering services;
- two squash courts; and
- conversion of assembly hall to a cinema.

78. The Department of Construction has prepared a preliminary estimate of \$3.7 million for the Stage 3 works.

79. These new facilities are required, as with the first two stages, to replace unsatisfactory and inadequate temporary buildings. It should be noted, however, that the works now proposed in Stages 1 and 2 are self-contained and are not dependent on Stage 3 works being approved in order to make them operationally effective.

ESTIMATE OF COST

80. The estimated cost of this project at February 1977 prices is \$2.55 million sub-divided as follows:

Stage 1 - Sleeping Accommodation for 96 Airmen

	\$	\$
Building including internal engineering services	670 000	
External engineering services including car parks, drainage, hydraulics, electrical reticulation, landscaping and demolition	130 000	
	<u>800 000</u>	

Stage 2 - Flying Training School Buildings

Flying Training School Headquarters including internal engineering services	1 160 000	
Flight line building	130 000	
Maintenance Squadron Headquarters and workshop	350 000	
External engineering services including car parks, drainage, hydraulics, electrical reticulation, landscaping and demolition	110 000	
	<u>1 750 000</u>	<u>2 550 000</u>

PROGRAM

81. The two components of this reference are individually less than \$2 million and if processed independently it would not have been mandatory for them to be referred to the Committee. However, they were added together and jointly referred, notwithstanding that the accommodation element was already in the Defence Capital Works Program for 1976/77. This reference has enabled the Committee to consider the new style of sleeping accommodation being proposed for the Services. Originally it had been intended that the Committee examine the new style Services' accommodation by including details of it in a proposal relating to Servicewomen's accommodation at Puckapunyal. This proposal, which had been referred to the Committee in June 1976 was subsequently deferred.

82. As the Airmen's Accommodation is in the current Works Program, the documents for tenders have been prepared consistent with the need to advertise tenders as soon as possible to permit committal in 1976/77.

83. It is anticipated that the tender target for the Flying Training School buildings, Stage 2 of the proposal, will be November 1977 with occupancy planned for June 1979.

RECOMMENDATIONS AND CONCLUSIONS

84. The summary of recommendations and conclusions of the Committee is set out below. Alongside each is shown the paragraph in the report to which it refers.

Paragraph

- | | | |
|----|---|----|
| 1. | EXISTING ACCOMMODATION FOR AIRMEN AT R.A.A.F. BASE
POINT COOK IS BELOW ACCEPTABLE STANDARDS AND LONG
OVERDUE FOR REPLACEMENT. | 24 |
| 2. | THE FACILITIES OF NO. 1 FLYING TRAINING SCHOOL ARE OF
WORLD WAR II VINTAGE AND THEIR REPLACEMENT IS FULLY
JUSTIFIED. | 25 |
| 3. | THE COMMITTEE ENDORSES THE RECOMMENDATION OF PREVIOUS
PUBLIC WORKS COMMITTEES THAT TRADITIONAL BARRACK TYPE
ACCOMMODATION FOR THE SERVICES BE REPLACED BY "FLAT"
TYPE ACCOMMODATION. | 34 |
| 4. | THE COMMITTEE CONCURS WITH THE "DESIGN TO COST TARGET"
APPROACH SYSTEM BEING INTRODUCED TO CONTROL PROJECT
COSTS. | 34 |

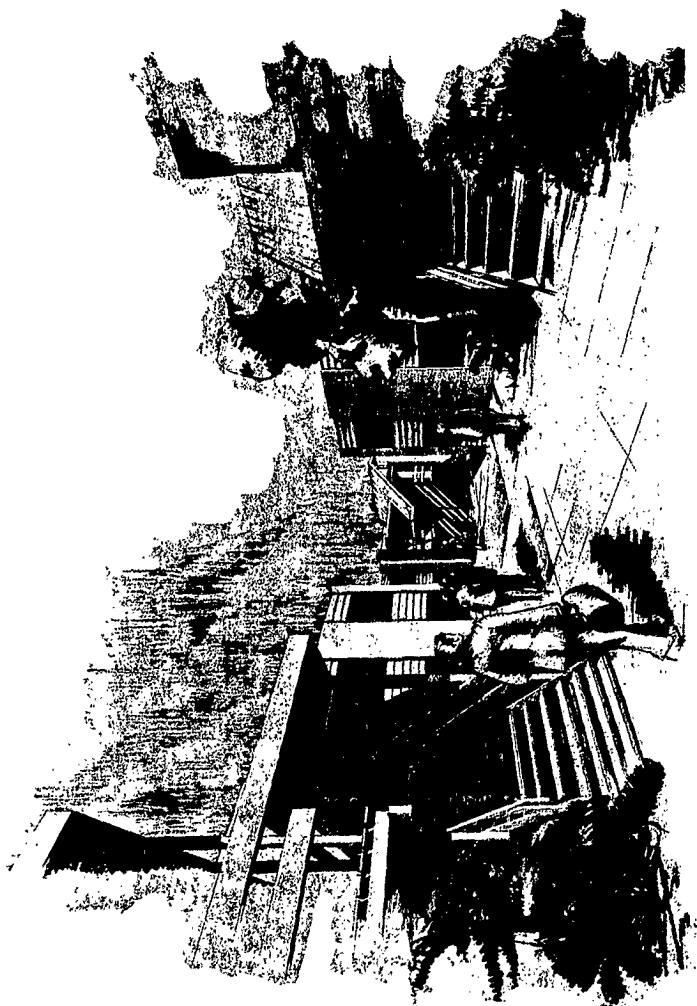
Paragraph

- | | | |
|-----|--|----|
| 5. | ALL FUTURE SERVICES' SLEEPING ACCOMMODATION SHOULD BE BASED ON THE PRINCIPLES DEVELOPED DURING THE DETAILED STUDIES IN THE SERVICES' ACCOMMODATION REVIEW. | 34 |
| 6. | THE NEW PRINCIPLES ADOPTED BY THE GOVERNMENT FOR DEFENCE SLEEPING ACCOMMODATION FACILITIES SHOULD BE KEPT UNDER REVIEW TO ENSURE MORE EFFICIENT AND LOWER COST DESIGNS COMMENSURATE WITH THE REQUIREMENTS OF THE SERVICES. | 34 |
| 7. | THE PROPOSAL FOR SLEEPING ACCOMMODATION FOR 96 AIRMEN AT R.A.A.F. POINT COOK MEETS THE CRITERIA CURRENTLY ADOPTED. | 34 |
| 8. | THE SITE SELECTED IS SUITABLE. | 37 |
| 9. | THE PROPOSED BUILDINGS FOR NO. 1 FLYING TRAINING SCHOOL ARE APPROPRIATE AND WILL ENSURE THE EFFICIENT OPERATION OF THE FLYING TRAINING SCHOOL. | 56 |
| 10. | THE SITES SELECTED FOR THE NO. 1 FLYING TRAINING SCHOOL BUILDINGS ARE SUITABLE. | 58 |
| 11. | THE COMMITTEE RECOMMENDS THE CONSTRUCTION OF THE WORK IN THIS REFERENCE. | 69 |
| 12. | THE ESTIMATED COST OF THE WORK WHEN REFERRED TO THE COMMITTEE WAS \$2.55 MILLION (AT FEBRUARY 1977 PRICES). | 80 |


(C.R. KELLY)
Chairman

Parliamentary Standing Committee on Public Works,
Parliament House,
CANBERRA, A.C.T.

5 May 1977.



PERSPECTIVE OF AIRMEN'S ACCOMMODATION

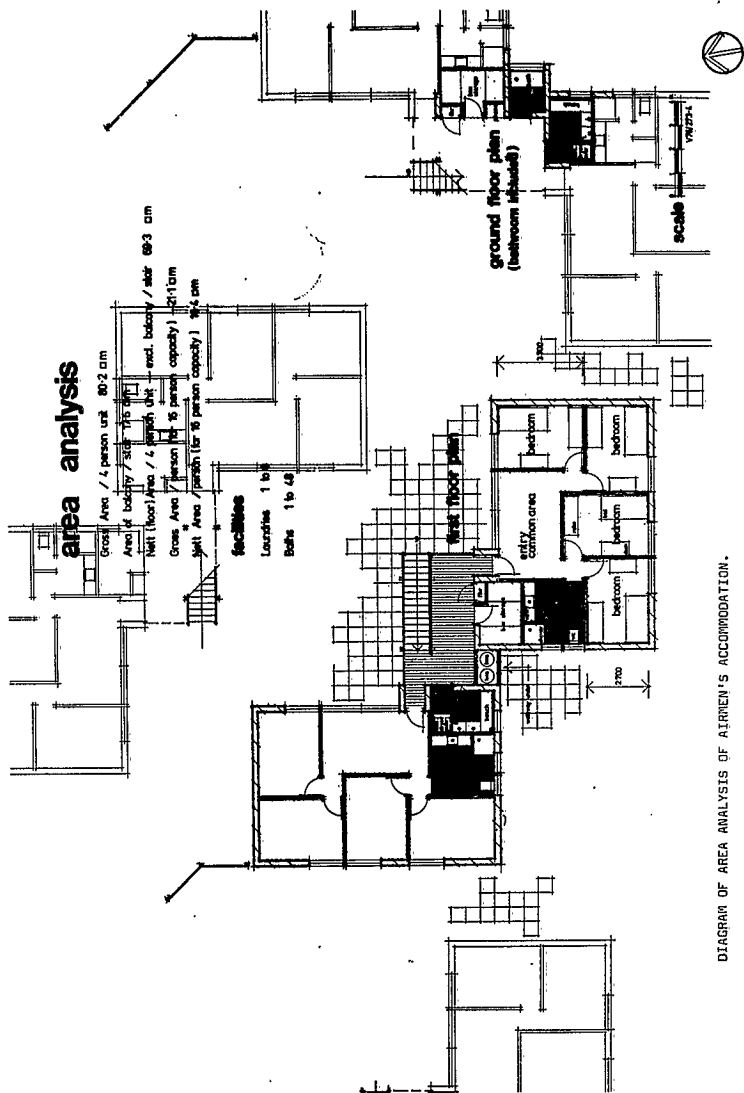
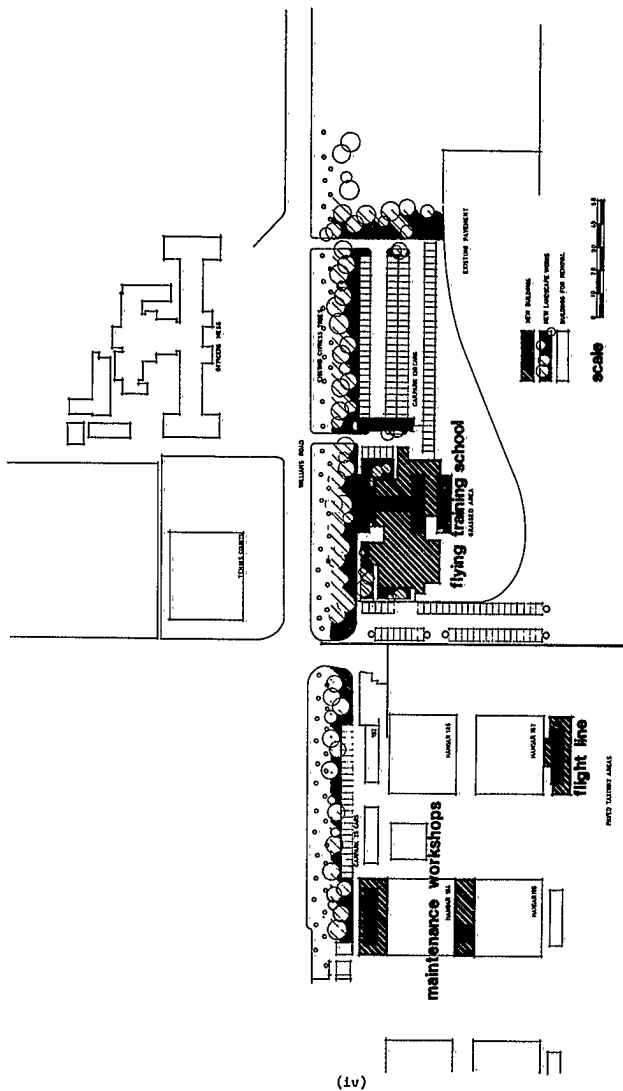


DIAGRAM OF AREA ANALYSIS OF AIRMEN'S ACCOMMODATION.



PERSPECTIVE OF FLYING TRAINING SCHOOL
View from South-West.



FLYING TRAINING SCHOOL SITE PLAN