

Changes

List any changes mad to the original project plan and explain why those changes were made

What follows is the summary of the project with changes and explanations of those changes included in bold.

Day 1

As soon as we arrived on the site we began to make preparations for the arrival of the scouts and the project to come. We set up in a parking lot about 15 feet form the entrance to the conservation land. It was a weekend and the parking lot was nearly deserted as a result so we had no problems with taking up space or restricting traffic as can be seen in the attached photos. The rest/relief station was set up next to the cars with tables and chairs. Gatorade, water, and snacks were provided for any scouts that were thirsty or needed something to tide them over until lunch. My mother would remain at the parking lot throughout the day to provide care for the scouts and to watch over the debris we were hauling out of the woods.

People began to arrive and as soon as they stepped out of their cars I went and greeted them while checking in their time of arrival and obtaining the permission slips for the scouts. We had scouts and adults trickle in for the next 20 minutes until all the people we expected to be there were assembled and ready. During this time the security guard for the local building showed up and inquired as to what we were doing. He was directed to me and I explained my project, the amount of space we would be taking in the parking lot, and the town building codes that allowed us to use the parking lot for my project.

Before we started unloading and briefing for the work that day I called the local dispatcher who covers the Police and Fire Departments to inform them that we would be starting work on my project of which I had informed them of earlier in a letter to the departments. In the meantime the adults took the opportunity to snap a few photos of the assembled group as can be seen in the photos.

As soon as I had informed the Police and Fire Departments that we were starting work I called a meeting of all present to give detailed information about the project we would be doing that day. I described the current condition and placement of the cars while reminding the scouts and adults about the poison ivy and bugs that were also present in the woods. I then reviewed basic safety including the buddy system, water consumption, and clothing before turning the briefing over to Andy Dixon. **Later in the day we decided to allow scouts to switch over into short sleeved shirts because the tools were not throwing any debris and the threat of overheating and dehydration was far greater than the threat posed by the tools.** Mr. Dixon has been working with power tools for most of his life and explain to us the basic safety measures for working with them most notably eye and ear protection, a spotter, and the all-stop command. Before each scout was able to use a specific tool he had to be instructed by the owner and an adult or older scout always was on hand to watch over the process.

After the briefings were done I instructed the scouts as to what we were bringing to the first car site and who would be taking what. **We discovered that one of the three water buffalos that we were going to use for water buckets had a leak and promptly emptied it into a spare 5 gallon bucket to conserve the water and use it first for the fire buckets on site.** All of the gear was transported in two runs to the first site where we would begin work on the more dilapidated car.

Once we arrived at the site we had a preliminary look at the car and decided on strategy for taking it apart and hauling the pieces out. The people who were going to be working with power tools were given instructions on their use and everyone else on the site was reminded of safety procedures covered at the parking lot. Fire buckets were filled from the 5 gallon bucket and placed around the site in case of a fire. I assigned people to various jobs at the site and had them get to work. Scouts were assigned as sherpas and began to carry out all of the loose pieces of the car that lay around the frame and main body. While the sherpas carried out the loose pieces we set up the generator and I assigned a safety officer to watch over the generator and the rest of the site to make sure the generator functioned properly and there was a set of eyes on the site not embroiled in work able to spot safety dangers, he can be seen in the pictures

To disassemble the car we decided to remove the doors and any other loosely connected pieces first to clear the way for accessing the engine and frame. The remaining doors were removed by cutting through the hinges with a SawZAll so that the doors could drop free and be hauled out. The firewall, the separating metal plate between the driver and the engine was then removed by cutting through where the petals poked through from the engine to the driver in order to free the piece and haul it out. We moved on to the rear suspension and end where we removed the bumper through brute force and cut the suspension with the rear axle still attached off the frame using a powered band saw to cut through the bolts. The axle was hauled out by sherpas and can be seen in the pictures attached. We were left with the frame, engine with transmission attached, and front axle after removing the rear of the car. We slipped the front axle out from under the frame by removing the bolts that held it in place using the same method as we did for the rear axle. After looking closely at the frame with engine attached it became clear the engine only remained on the frame because the transmission was still attached to the frame by U bolts. To access these U bolts I had the older scouts and adults get on one side of the car and lift it up and over until the car was almost completely upside-down. Then one of the adults used a SawZAll to cut the U bolts and let the engine rest on the ground free of the frame. **We had originally planned to life the engine out of the frame after cutting the motor mounts, but the remaining connection at the transmission forced us to turn the car over to access them. All in all this was a good thing because it allowed the engine to be removed from the frame and rest on the ground by itself without lifting the engine directly and risking injury while we tried to muscle it out of the frame.** On closer examination we were able to see a very old crack in the oil pan that can be seen in the pictures that proved there were no fluids/slimes still in the engine. After testing the weight of the frame it was determined that if we had all of the stronger lifters grab a hold that we could carry out the remaining frame in one piece removing it all at once. **I had originally planned to haul the frame out piece by piece after chopping it up, but this method saved work and time by allowing us to conglomerate many carry-out jobs into one and to start moving the power tools to the next site because there was no more cutting required at the first site.** After carrying out the frame I held a meeting at the first site and instructed the younger scouts without too much lifting power to begin moving gear to the second site with the help of an older scout. The rest of us attempted to find a way to remove the engine from the woods. **I had planned to smash the engine apart using sledge hammers as advised by some adults who had done work like this before. When we attempted to hammer the engine apart it became clear that we could only remove about ¼ of the engine weight in manifolds and headers by breaking them off with the sledge and the effort and time it would have taken would have nullified any benefit of weight reduction. Since the engine still had the transmission and headers attached it provided plenty of handholds for people to lift. After hearing a few options I decided we would try to lift the engine only a shirt distance into a wheelbarrow in order to haul it out in the easiest and safest way possible. With 7 of us on the engine we managed with quite a bit of effort to lift it into the wheelbarrow. Our estimates put the engines weight at ~450 lbs. even with some chinks missing. The engine was then taken out with people on either side keeping it balanced, one in front holding the transmission for steering, and three behind to provide the oomph for getting it out along the trails. Using this method we were able to remove the engine from the woods.** After we removed the engine I went back to the site with a few scouts to see if we had left anything that needed to be brought out and checked for any visible pieces of trash or car left behind.

We arrived at the second site around 11:15 and with lunch fast approaching decided our goal would be to remove the frame before we sat down for a rest and some food. We started just like we did on the first car by taking a look at the general condition of the car, assigning a safety/generator officer, and sherpa teams to carry out all of the loose pieces. This car, unlike the first, was positioned upside-down to begin with and as a result the process of removing the frame was a fairly easy task considering the circumstances. We cut the frame loose from the engine, suspension, and body by cutting the connecting bolts with the SawZAlls. And hauled the frame out in the same fashion as the first as can be seen in the pictures by using a lot of people and thus avoiding chopping it into tiny pieces and hauling it out after many trips saving time and energy.

While we were getting ready to take out the frame I took votes on pizza and called my mom back at the parking lot to order and pickup the pizza. This was ok because by then there were some adults present at the parking lot resting and none of the scouts there would have been left without supervision.

While we sat down to lunch we discussed the next stage of the disassembly and decided that the engine should be the next piece hauled out while we were still as fresh as possible after resting for lunch. Lunch lasted for about 20 minutes and then we got back to work on the second car.

Like the first car the engine on the second car was a very solid piece of metal and therefore could not be broken apart expediently or efficiently. We decided to use a wheelbarrow again to haul it out, but encountered a problem. Unlike the first engine which still had the transmission attached this engine did not have a transmission that one could use for extra handholds. We decided to tip the engine up on its end and then to put the wheelbarrow near vertical along the side of the engine. Thus using our hands and the levered assistance of the wheelbarrow we were able to get the engine into the wheelbarrow without having to fully lift it. As soon as the engine was carried out we began to remove the rest of the car which was basically just body panels and the roof. The axles and suspension had been removed earlier because they were free from the rest of the frame and as a result taken out with all of the other loose pieces. The body was cut into manageable sections with the SawZalls and hauled out in pieces. The roof provided an interesting challenge because it was buried under about 5 inches of dirt. We had to scrape off the dirt and lift up sections of the roof one at a time to cut them free.

By this time it was approaching 3pm, the scheduled finish time for the day, and I called for everyone to begin to pack up the materials and bring them back out of the woods into the parking lot. **A few determined scouts and adults conferred with me and I liked their idea that we should attempt to remove all of the major pieces of car before the next day so the cleanup could go much faster and not require power tools.** All of the scouts and adults who had planned, or wanted, to leave at 3pm were allowed to go after I signed them out and thanked them for their help. **The rest of us still at the site began to pack out all the remaining car parts and were able to finish at around 3:45pm.** We then sat down at the parking lot and discussed the work for the next day, what we had accomplished that day, put caution tape on the car parts, and packed up the cars to leave. I signed out everyone as they left and helped my parents pack away the rest station and scour the parking lot for any debris or trash. We then drove home and unloaded all of the gear we did not need for the cleanup that was to take place the next day.

Day 2

I arrived at the parking lot early in order to set up and get ready for the arrival of the scouts. We provided doughnuts for consumption because it seemed that we would not be working to lunchtime like we did yesterday. The days work consisted of picking up all of the debris that was left behind at the two sites and hauling it out before any final inspection could be done. As the scouts arrived I checked them in and made sure that any who weren't there the day before had permission slips with them. I briefed them on the current condition of the sites and instructed them on the cleanup. We then out on bug repellent and sunscreen and headed into the woods.

We started at the second site where we worked yesterday because it was closest to the entrance to the woods and it looked like it would be the most work. We began to dig up any loose car material we could find at the site which included a lot of glass. We used rakes and shovels to sift through the top layers of dirt and kept running into glass, ceramic, and terra cotta bottles. **To deal with this situation I directed the scouts to dig down a foot with the shovels to turn up the dirt and expose any bottle pieces that could still be buried.** We then sifted through all of this turned up dirt until we were sure that there were no more pieces of bottles or car that remained in the ground and then police line was formed to make sure all the debris was gone from the entire site. We then spread the dirt evenly over the site and covered it with leaves so it could blend in with the rest of the forest.

At the second site we used the rakes and shovels to expose any debris that still remained on the ground. This site was much easier to clear up because it had no debris buried in the ground that we could find, so sifting through all of the dirt took a much shorter time than at the first site. We then raked the dirt flat policed the site for any debris still remaining and covered it like we did at the first site.

We carried out all of the gear that we took in and bagged up all of the small pieces that could not be hauled out by Carrolls, the junkyard who was to pick up the cars the next day. I then signed out the

scouts after we had packed the cars with the gear we used for the day and helped my parents to clear up the rest area like we did on the first day,

Day 3

During the day my mother went on a reconnaissance mission to the parking lot to see whether the cats had been removed yet. When she arrived at the site she found the cars were being loaded onto trucks by the team from Carrolls and drove home to get the camera. When she returned to the site the pick-up had already been completed and all of the car parts that had lain along the parking lot were completely removed. We determined that the next day we would go and clear the site by the parking lot of any debris that still remained after Carrolls had hauled out all of the pieces.

Day 4

My mother and I arrived on Tuesday to clear up the site where the car parts were kept until they could be picked up on the day before. Using rakes we pooled together all of the debris and trash left at the site and dumped it into a double trash bag for the ride back to our house and garbage can. While at the site I went down the trail to check on the two sites where the cars were and made sure that no parts remained, no one had disturbed the sites, and that I was satisfied with the completion of the work.

Day 5

The earliest I could get a meeting with Karen Mullins from the Conservation Commission was at 9am on Friday morning. We arrived at the site and went over to where the cars parts were kept until pickup. Mrs. Mullins found no pieces of car or trash there and we moved into the woods to look at the two sites where the cars had sat. She was unable to pick out the sites among the rest of the forest and I had to show her where the cars were. She was impressed with the work and professed that it had improved the conservation land greatly and was relieved to have the project done after sitting around for the last 10 years in the list of conservation needs. She signed off on the project and we departed the site happy with the final effort.

Some Interesting Side Notes

One of the cars was an upright 1949 or 1950 Ford car with a V-8 engine and transmission. The other was an upside down 1948 Ford F-1 pickup with a custom box built over the bed which we took to be the roof.

A photo site has been set up with all of the pictures taken during the projects execution. It can be found at <http://www.hmanz.photosite.com/erikeagleproject/>

This project has received a good amount of publicity with more to come. To date:

The Town Manager mentioned it in his Friday Report. I will have a copy after the entire report has been released to the public. Often there are early warnings in these reports that are not released until after an event has happened so distribution to everybody is delayed a week or two. Mr. Manz gets a copy early so I know it was featured.

Jim Lehmann who runs a Web site for Ford F-1 enthusiasts will link to our photos site and describe the conservation nature of my project.

The Conservation Commission will write it up for their quarterly newsletter.

The Colonial Times is working on an article about Eagle projects for a future issue. And mine will be mentioned.

