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# MODESTO ENGINEERS CLUB FIELD NOTES

Volume 2010, Issue 4

[www.modestoengineersclub.com](http://www.modestoengineersclub.com)

April 6, 2010

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## Featured Speaker:

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**Join us on April 6<sup>th</sup> for Richard Barge, from PipeMedic. Mr. Barge's topic is: "Water Main Renovation with Carbon FRP Super Laminates"**



PipeMedic™ is a patent-pending system from the SuperLaminates™ family developed for repair and strengthening of steel, cast iron, corrugated metal, clay, brick, concrete, Prestressed Concrete Cylinder Pipe (PCCP) and wooden pipes and culverts with Carbon Fiber Reinforced Polymer (CFRP) and Glass Fiber Reinforced Polymer (GFRP) laminates. What makes PipeMedic™ unique in the liner market is its ability to restore the hoop strength of the host pipe without any lose of diameter. The laminates are manufactured in our plant meeting the highest industry standards (ISO-9000). PipeMedic™ is manufactured by placing several layers of carbon or glass fabrics together, and applying resin, heat and pressure to obtain very thin (0.025 inches or 0.7 mm) laminates that can be as wide as 60 inches (1.5 m); they are typically packaged in 300 ft (90 m) rolls. The rolls of PipeMedic™ can be taken into pipes from access ports as small as 8 inches (200 mm) in diameter.

## Save the Date:

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**Formal Lunch Meetings:** First Tuesday of each month. Upcoming meetings: May 4, June 1, July 6. 11:30am – 1pm at SOS Club, Mellis Room, 819 Sunset Avenue

Lunch features a buffet style meal. The main courses will vary each week. Please sign in and pay the Treasurer.

## Presidents Message:

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Welcome to Spring! I hope everyone enjoys their weekend – time spent with families, Easter egg hunts, and loads of delicious food. It's nice to break away from the hectic weekday schedules and get in some good quality family time...even if it is just for a weekend.

Some of you may have noticed that your President was a no-show at last month's meeting. Yes – I failed to remember the meeting and actually did not realize my mistake until a whole week later. Needless to say, I was a little embarrassed at my failure and was slightly ashamed that I could forget the meeting being I'm the President.

Excuses? I have none. However, I can honestly say that I have been challenged the last few months in my job. I've been challenged in such a way that I have truly realized why you just might need to fail in order to succeed.

There are two ways you can avoid failure. You can be so good and work so hard that you just don't fail. Or you can only take on projects that are so far below your maximum ability that failure isn't a realistic possibility. I'd like to say I just work so hard I've never made a mistake (wrong!) but I have to admit I will find my comfort zone at times where I only succeed, succeed, succeed. Now, there's obviously nothing wrong with success, but if you *really* want true success you have to be willing to occasionally take on things that may have a high chance of failing. If you only attempt things that you already know you can do then how will you ever know your limit?

Of course, the idea isn't failure. I was ready and willing to take on my new challenges. There may be a few bumps in the road (such as forgetting a meeting...oops) but the ultimate goal is to be able look back proudly at my new accomplishments. Onwards and upwards – I'm looking forward to seeing you all at next Tuesday's meeting.

## Secretary's Editorial: You're a Coward Machado!

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This is the story of why Ross Campbell thinks I am a coward.

If you will remember last March we took care of some new business. It seems that Tom Delamare's name was recently in a publication without mention

of the MEC. He was subsequently fined in February for that violation. However at the March meeting he submitted proof that he had in fact notified the publication of his membership. Mr. Delamares' attorney Mike Reiben, esq. of MVE certified the document as correct and a motion was made to rescind the fine. Yours truly was acting President during this discourse. I received a hearty voice of 'ayes' supporting the motion and the gavel was already heading for the bell when I asked for the 'nayes'. I'll confess that I was not prepared for the massive dissent to keep the fine in place. I carried the motion anyway in a display of mercy. It struck me that this is a very tough bunch. Given the chance I think the membership would fine their own mothers. Mr. Delamare graciously gave the fine up as a donation to the scholarship fund.

Before all this happened I went over to Homer Ewin and Bud Turpen to seek counsel. I asked them which past president was noted to be a notorious fine giver. 'Earl Kleinfelder' they said shaking their heads like Earl was Il Duce. Evidently there was a regime in place that is still in the collective memory of our senior members. We are probably still benefiting from the interest on the fines Earl has levied. I had a legend to live up to.

But now I was up against a delicate circumstance of great political ramifications. I was now bringing fines against a seated President of the MEC. (Actually President Pratt was not in attendance so technically she was not seated at all). This is where Mr. Campbell thought I acted with cowardice. Since fining a President \$2 was unprecedented I wanted to have the membership weigh in on the matter and spread the risk. The motion to fine the President was loudly enjoined with ayes and duly carried with only one dissenting voice. I was impressed again that this is a tough group. No mercy here.

Mr. Campbell later told me I was a coward and said that a President (acting or not) has the power to levy fines in any way he or she sees fit and to stand by those decisions without consent from the membership. It occurred to me that Mess'rs Campbell and Kleinfelder were cut from the same cloth. No nonsense disciplinarians. "A President can do what ever he/she wants.", says Mr. Campbell. (I think Ross got this idea from Richard Nixon to tell you the truth.)

Never-the-less, I got off one more fine before adjournment. Just wait til November 2010 when your next President will be walking in the footsteps of Campbell and Kleinfelder and will not be timid with the gavel.

### **Purpose of the Modesto Engineers Club**

The preamble of the club by-laws is quoted: "The object of this club, primarily, is to provide an organization in which Engineers of all branches of the profession may come together, and through which they may cooperate and foster fellowship and the development of the engineering profession in public affairs and community welfare". The club, having been founded in 1932, currently has about 66 members.

**Who May Join:** The by-laws are further quoted: "The membership shall consist of those who are or have been engaged in the direction or prosecution of students of engineering or architecture, or teachers of students of engineering or other allied sciences". To join simply obtain an application from any Officer, complete and present to the Secretary at the next regular meeting.

A \$25.00 initiation fee and first years dues of \$25.00 (\$50.00 total) is payable with the submission of application. Thereafter the dues are \$25.00 per year to renew. New members will receive a certificate of membership and a nametag. Members pay for their own lunches, and for meals at other events.

**Club Activities:** The Club meets once a month on the first Tuesday from 11:30 a.m. to 1:00 p.m. at the SOS club. The program usually consists of a speaker on technical subjects and local affairs of interest to engineers. There are several social affairs during the year, which include the annual President's Steak Fry, A Valentines Day luncheon, the annual Officers Installation Dinner. Spouses and guests are welcome at all functions.

### **Brain Teaser:**

Here is a challenge for any engineers in the group. Let the Vice President know what your answer is at the beginning of the meeting. I'll serve you dessert if you get it right:

The drive from Oakland to Pinewood was a tricky one. I covered the uphill distance of 70 Km at 42 km per hour. The return journey from Pinewood to Oakland was downhill, and I managed to drive at 56 km per hour. What was my average speed for the entire journey?