

IT'S TIME

ADIEU, PETE

And it's been fun. Challenging, but fun! I have had the pleasure of authoring over 40 of these columns since I wrote four of them as a guest columnist back in the year 2000.

The topics have covered a wide range of issues mostly relevant to the turbomachinery community and ranged from microturbines and their role in the then emerging Distributed Generation (DG) market to today's hot topic — CO₂.

DG cannot be disconnected from the related policy issues, so I jumped right in. A couple of my favorites were "It's the Fuel Stupid!" (p. 49, Sept./Oct. 2001) and "Identity Theft" (p. 6, May/June 2002). Solid Oxide Fuel Cells (SOFC)/Gas Turbine (GT) hybrids (p. 4, Nov./Dec. 2002) captured my attention and still do, followed by another of my favorites: "The Hydrogen What?" (p. 4, March/April 2003). Remarkably, we still have folks talking about fuel cell vehicles, while diesel hybrids look just as good now as they did then.

Those DG initiatives led me into the policy debate and discussion of the Standard Market Design (p. 35, Nov./Dec. 2003) followed by some more commentary on Solid State Energy Conversion Alliance initiatives and SOFC/GT developments and some critical success factors for DG.

I branched out to issues du jour on Long Term Service Agreements and the role of the OEMs in TurboExpo (p. 48, July/August 2004). I found time to comment on fuel cells in 2004. But another of my favorites, "Dear George," (p. 48, March/April 2005) was a last attempt at achieving a level playing field for DG. It seemed logical to me, but there you go.

My first article on CO₂ sequestration (p. 32, May/June 05) was followed by a position in the summer of 2005 that coal needed to be part of any long-term energy strategy. It still does. I made some comments on electric drive pipeline compressors (p. 48, March/April 2005), which had experienced a recent rise in popularity, and branched out a bit to discuss the airline industry (p. 40, Nov./Dec.

2005) and how it was positioned, really triggered by some comments by a Lufthansa executive at TurboExpo. I thought this was a good one too.

I did pen a couple of articles on the decline of our industry's elder statesmen or cognoscenti, the knowledgeable ones (p. 52, Jan./Feb. 2006), and expressed a concern over the general loss in experience in the industry. Unfortunately, this remains an issue.

"Somebody's been smokin' the switchgrass" (p. 44, March/April 2006) certainly stretched the envelope a bit, but I have to admit, the piece remains one of my favorites. Of course, the underlying

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premise, the flawed logic of ethanol, has proven to be all too true.

"Would that I were King!" (p. 44, May/June 2006) was my attempt at expressing the obvious, and is just as valid today as the day I penned it. And, the discussion of the role of Air Separation Unit (ASU) integration and the Integrated Gasification Combined Cycle (IGCC) (p. 44, July/August, 2006) remains an interesting and ongoing topic of discussion as we wrestle with how best to use abundant America's coal resources.

That there is actually a CO₂ shortage (p. 48, Sept./Oct. 2006) may not have been obvious in the fall of 2006, but it is now...wrong place, wrong pressure and wrong price! CO₂ is an important Enhanced Oil Recovery (EOR) initiative, and still very much a cornerstone of current and future energy policy, along with the so-called "Office of Electricity" and its oversight of grid improvements.

CO₂ emerged as a global issue in early 2006, and I have followed the topic in a variety of ways. Turbomachinery is central to many of the proposed solutions and will likely remain so, whether in the form of increased efficiency, energy con-

servation or Carbon Capture & Sequestration (CCS).

I have made it clear that there are a number of factions each lobbying for competitive advantage in any redefined Energy Policy, but in so doing are in danger of letting short-term gains get in the way of an optimum long-term national policy. My position on this issue has not changed. I do believe that there is an inevitability to this discussion, whether those advocating actually see it or acknowledge it yet, and I am confident that these inevitabilities will prevail over the rhetoric of the day.

As many of you may know, I am fully engaged as part of a clean energy technology initiative. This focus, while very satisfying professionally, has focused my perspective to a point where I do not think I can do justice to the broad topic of turbomachinery, as I once did.

I have discussed this with my good friends at TMI and together we have decided to give someone else a chance to offer ongoing perspectives on the industry. To be sure, I am not going anywhere for a while and expect to continue to offer my thoughts from time to time and as warranted, but feel that it is time to let someone else do the running commentary.

I have thoroughly enjoyed the privilege of being associated with Turbomachinery International, you as individuals, and an industry, which I have come to respect and enjoy. I've been in this game now for over 40 years and can only say, "I'd do it all again!"

What else is there to say? **T**

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