

Re: Using nuclear power to make renewables and a hydrogen economy cost effective

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From: charliw2 (*charliw2_at_ev1.net*)

Date: 11/01/04

Date: Mon, 1 Nov 2004 10:30:38 -0600

Alex Terrell <alexterrell@yahoo.com> wrote in message
news:d81e59c9.0411010230.2f570f1e@posting.google.com...

> "charliw2" <charliw2@ev1.net> wrote in message
news:<10oas9ik37rr67c@corp.supernews.com>...

> > Alex Terrell wrote:

> > > "charliw2" <charliw2@ev1.net> wrote in message

> > > news:<10o9rptsn9a2n3f@corp.supernews.com>...

> > >

> > > >

> > > > *Meanwhile, I'm continually amazed at how people with no experience*

> > > > *of economics or business choose such a narrow definition of excess.*

> > > > *If their trying to get rid of the stuff at below cost, that could be*

> > > > *treated by excess. (I wonder if Ryanair considers the seats it sells*

> > > > *for ?0.99 "excess seats").*

> > >

> > > *Those seats are a material thing. Electricity is energy. There's a*

> > > *big difference.*

> > >

> > > *They are very similar as far as this discussion is concerned, as both*

> > > *cannot be stored and used later, and have very low marginal cost.*

> >

> > *So show me how you can store any significant amount of electricity.*

Even a

> > *big capacitor bank can only store a small amount, and only for dc
current.*

> > *If you have a storage device for ac current, I would really like to see
it.*

> > *Seats on the other hand, can be put in a warehouse for months, if
necessary.*

> >

> > *I'm not sure if you're joking. When an airline talks about selling a*

> > *seat, they mean a bum on a seat for a journey. The 747 taking off*

> > *tomorrow has 412 (for example) seats. Any not used are wasted. I can't*

> > *store them.*

sci.energy: Re: Using nuclear power to make renewables and a hydrogen economy cost effective

You really haven't a clue, do you? The airlines are selling a service. The plane uses approximately the same amount of energy to fly its route with or without that single passenger aboard. If a seat is empty, the airline loses the ability to recoup some of its fuel costs, which is actually an energy cost, and its efficiency goes down.

(cut)