



T. Boone Pickens Media Coverage 2.11.10

Total of 11 Placements

- Print: 2
- Blog/Online: 3
- Broadcast: 6

Coverage Summary:

Jim Cramer interviewed John Pinkerton – CEO of the oil and gas company Range Resources. Prior to the interview, Cramer showed a clip of the president mentioning natural gas and asked Pinkerton if the president is bending on his position on natural gas. Pinkerton said the industry is in the process of educating Washington on the benefits of natural gas, but there is still more work that needs to be done on telling their story. Cramer mentioned Pickens during the interview for his optimism that the NAT GAS Act will be passed. The video can be viewed here: <http://www.cnbc.com/id/35331606/site/14081545>

Dylan Ratigan mentioned that he likes the Pickens Plan on his show on *MSNBC* while discussing the need to get off foreign oil.

Highlighted Placements (Full Articles Below)

- **Cramer Interviews Range Resources CEO (RRC) – *Benzinga* – 2/10/10**

Print Placements (Full Articles Below)

- **Ford Attempts to Make Natural Gas Vehicles Relevant – *Popular Mechanics* – 2/10/10**
- **City, County Eye Interlocal Agreement on Logistics Park – *The Newton Kansan* – 2/10/10**

Blog/Online Placements (Full Articles Below)

- **Jumping the Gun: Big Hopes for V-Vehicle as Financing Deadline Looms – *Earth2Tech* – 2/10/10**
- **EIA Sees Chance of \$3.00 Gasoline.. Win-Lose For Many (VLO, PBR, BHI, OIH) – *24/7 Wall Street* – 2/10/10**

HIGHLIGHTED COVERAGE

Cramer Interviews Range Resources CEO (RRC) – Benzinga – 2/10/10

By Bud Fox

Jim Cramer interviewed John Pinkerton, the CEO of oil and gas company, Range Resources (NYSE: RRC), tonight on Mad Money. Pinkerton said that his company and others, such as legendar investor T. Boone Pickens, are in the process of educating Americans about natural gas. As you may recall, Cramer is very supportive of this movement towards natural gas as an energy alternative.

According to Pinkerton, "we are turning natural gas into a worldwide commodity." He said that his business has achieved consistency in its ability to deliver natural gas to its customers. This was not the case a couple of years ago. The Range Resources (NYSE: RRC) CEO also noted that 96% of the transportation industry runs on crude oil, but that "that will change big time." Cramer, Pinkerton, and others are pushing for natural gas to make up a larger percentage of this market.

Cramer did not endorse the stock explicitly, but he was very bullish on the company. Shares of Range Resources finished the trading day 0.42% higher at \$47.73.

PRINT COVERAGE

Ford Attempts to Make Natural Gas Vehicles Relevant – *Popular Mechanics* – 2/10/10

By Erik Sofge

Other than our current shotgun marriage with ethanol, the United States tends to stand by that most common of vehicle fuels, petroleum. There are exceptions, such as cars that run on methane or used vegetable oil, but in numbers that are the statistical equivalent of urban legends. Even hybrids, with all of their media attention and apparent cultural momentum, are still nibbling away at the edges, with a market percentage share in the single digits. While the rest of the world invests in ethanol from sugar cane and methane culled from slaughtered cows, for better or worse, America is sticking with gasoline.

Leave it to America's only profitable carmaker to take a chance, and try to introduce a little complexity to the refueling landscape. At the 2010 Chicago Auto Show, Ford unveiled the Transit Connect Taxi, a new version of its North American Truck of the Year award-winning van that can be easily refitted to run on compressed natural gas (CNG) or liquefied petroleum gas (LPG). Just to be clear, Ford isn't shipping any Transit Connects with a natural gas tank already installed. The company is offering an engine prep package that consists largely of hardened valve seats, to increase the vehicle's long-term durability while running on either CNG or LPG. For the warranty to remain intact, whoever installs the fuel tank and internal plumbing must also follow calibration specifications provided by Ford—according to Jerry Koss, Ford fleet marketing manager, that amounts to reprogramming the fuel system since natural gas burns at a different mixture ratio than gasoline. The price of a CNG or LPG conversion depends on the installer, but can be a few thousand dollars per vehicle. And once the conversion is completed, it's not a simple process to switch back to gasoline. Another downside is that the high-pressure tanks take up cargo space behind the rear seats. Pricing for the Transit Connect Taxi hasn't been announced, but Ford expects the price of the engine prep to be comparable to the CNG/LPG package the company began offering for its E-Series vans last October, which cost \$315.

Despite all of the fine print, and the fact that most buyers would still have to pay a third party to convert the new van, this could be a major turning point for the use of CNG in the United States, and the inevitable fracturing of the domestic fuel market into something closer to what's seen in other parts of the world. In South America and Southeast Asia, millions of cars already run on CNG. Other countries, such as Turkey, Italy and Sweden, have tens of thousands of CNG-powered vehicles, with varying amounts of refueling stations. The benefits of CNG are pretty clear—it burns cleaner than gas, producing some 30 percent less in emissions, and it tends to be cheaper. Also, we get some 80 percent of our CNG domestically. The exact cost of CNG can vary from country to country, or even state to state, but according to the Department of Energy's most recent estimate, in October of 2009 the national average for gasoline was \$2.64 per gallon, and the range equivalent for CNG was \$1.86.

For the average driver, logistics trump price, and the relative lack of CNG refueling stations in the United States has made the fuel a nonstarter. Honda has been producing the country's only CNG vehicle, the Civic GX, since 1998, but only to customers in California, Utah and, more recently, New York. The result is a national fleet in the hundreds, and drivers and alt-fuel activists who have interpreted Honda's rejection of would-be buyers, based on their access to fueling stations, as a full-blown conspiracy to limit CNG adoption. With its new Transit Connect engine-prep packages, Ford is avoiding any such accusations of Machiavellian handicapping, by skipping the awkward step of foisting an unfamiliar infrastructure on private consumers, and instead marketing the vehicle directly to taxi companies and state and local authorities.

"If there is a customer demand, we seek to fill it," Koss says. "In the case of CNG or LPG, it was based on customers coming up to us and asking for a solution." Last year's release of engine-prep packages for the E-Series was the result of a specific contract to help a company (Koss wouldn't name names) establish a CNG-powered service fleet. During that process, Koss traveled around the country, and in speaking to fleet operators in the private and public sector, found a strong demand for more CNG-ready vehicles. Many taxi and airport-shuttle companies, which can afford a central refueling station, have already

converted some portion of their fleet to run on CNG or propane. But the tipping point for CNG—not as a successor to gas, but as a cost-effective niche fuel—could be new limits on vehicle emissions. As more taxi companies are forced to lower their average fleet emissions, CNG vehicles act as a kind of carbon offset. By making CNG more accessible, Ford could help fleet operators as well as municipal authorities who are trying to lower the overall emissions in a given city.

To be fair, a single engine-prep package isn't exactly poised to revolutionize the auto industry—Koss points out that of the millions of taxis on the road in a given year, only 6000 or 7000 are replaced with new models. But if the likes of T. Boone Pickens and other CNG proponents hope to convert all light and heavy trucks to run on the cheaper, cleaner, and less import-reliant fuel, Ford's move could be a crucial first step. "The Transit Connect Taxi with CNG is enabling the cities to move forward on their plans to change their policies and procedures, and cut emissions," says Koss. "I can't force them to change. I can only help."

City, County Eye Interlocal Agreement on Logistics Park – *The Newton Kansan* – 2/10/10

By Matt Heilman

NEWTON — The Newton City Commission and the Harvey County Commission met in a joint work session Tuesday to discuss a proposed structure for a city-county interlocal agreement regarding the Kansas Logistics Park.

The proposed structure of the agreement was introduced and explained by Newton City Attorney Bob Myers.

The basic concept behind the city-county agreement is to share responsibilities and costs associated with the Logistics Park.

In his outlined proposal of the agreement, Myers said the agreement needs to be “dynamic,” and shouldn't be viewed as a set project with a set cost.

The immediate concern both local governments face is finding a way to pay for improvements at the park in the short term. As the first company to commit to work at the park, Tindall Corp. is likely to receive a tax abatement.

The proposed agreement between the city and county is somewhat modeled after a Tax Increment Financing, or TIF, structure, which in a nutshell is set up for the Logistics Park to pay for itself.

Deadlines have to be met as Tindall moves closer to opening shop at the park.

“We've got to find a way to figure out how this is going to be paid for in the interim,” Myers said.

The basic structure of the proposed agreement recommends using a combination of devices used in past agreements, including the TIF structure, having interim contributions to costs by participating parties, and consulting an oversight committee, if necessary.

With the structure, project financing would be handled through grants, loans from city and county reserves, low interest loans, bonds and temporary improvement notes.

A temporary improvement note is a short-term borrowing device with interest rates between 2 percent and 3 percent.

Myers said he's talked to the bond council and economic advisers about avoiding debt service payments in the short term.

"The idea is to hold as much as we can until we're getting significant tax returns on Logistics Park properties," he said.

The city and county want to avoid raising the mill levy to help pay for the project.

It is estimated with a 1 percent increase from the sales tax revenue in Newton and Harvey County, each could contribute \$179,000 to the project.

The increase would come from new employees spending money in the area.

There wouldn't be an increase in the sales tax itself.

A steady increase of new employees spending money in the area would be enough money to pay for everything in 10 years, Myers said.

Assistant Newton City Manager Tim Johnson spoke about the economic impact of Tindall Corp.

Numbers were crunched based on projections for future costs and gains associated with the company operating in Harvey County.

The analysis looked at the economic impact of Tindall from their \$18.83 million investment in building costs to their projected full operation at 405 new salaried and hourly employees in the county.

The analysis looked at projected impacts of three effects: direct, indirect and induced.

The example of a direct effect is that Tindall's manufacturing would directly result in increased spending in the manufacturing sector.

An indirect effect could be seen with suppliers to Tindall gaining business by working with the company.

An example of an induced effect is Tindall's employees spending their money in Harvey County.

Johnson reported the overall economic impact of Tindall with the 405 new employees planned for 2013 will be \$44,801,472.

Cost analysis for infrastructure work and land purchases at the Logistics Park was presented by Newton City Engineer Suzanne Loomis.

Loomis outlined costs expected to be handled by the city and county, and costs expected to be handled by grants and appropriations.

The total estimated cost is \$14,908,320.

The county and city would split \$9,686,600, with the remainder coming from grants or appropriations.

Harvey County commission Chairman Chip Westfall said he'd like to see more "true model numbers," to show other towns in the county besides Newton the benefit of the Logistics Park for the entire area.

Newton Vice Mayor Willis Heck acknowledged risks associated with the project but expressed confidence.

"I feel like we're all committed. Let's get this thing done," he said.

The commitment to the economic development sent five local representatives to Washington, D.C., last week.

Harvey County Economic Development Council Director Mickey Fornaro-Dean, Westfall, Heck, County Administrator John Waltner and Newton City Manager Randy Riggs were joined on the trip by consultant Troy Carlson.

Fornaro-Dean reported an encouraging response from lobbyists, organizations and delegates the group met in the capital.

One of the accomplishments was an agreement from Sen. Sam Brownback to help Fornaro-Dean set up a meeting with the group of T. Boone Pickens.

Pickens became a billionaire through oil but has switched much of his focus to alternative energy development.

Following the work session, the city commission held its regular meeting where it:

- Approved a request from the Newton-North Newton Historic Preservation Commission to apply for a Historic Preservation Fund grant to review and revise the local guidelines.
- Approved an agreement with MGT of America Inc. to develop and install a utility rate planning and forecasting model with software developed by MGT's Jerry McKenzie for \$3,750.

McKenzie will help the city get the model established but will not serve as a consultant for water and sewer rate analysis.

Hiring McKenzie as a consultant would have cost the city \$14,500.

- Heard from resident Mercy Lindeman concerning water rates.

Lindeman said she's had to cut back on showers and washing her clothes because her water, sewer and trash bill has been \$93 per month.

She said she feels like she's "living in a third-world country," and expressed doubt that the forecasting model will help lower water rates.

Mayor Racquel Thiesen told Lindeman the city wants to restructure water rates with the citizens' best interest in mind.

- Adopted a resolution authorizing Loomis to execute and file the necessary paperwork for the Interstate 135 sewer interception loan agreement with the Kansas Department of Health and Environment.
- Adopted an ordinance authorizing an amendment to the loan agreement between the city and KDHE, which allows a loan for the sewer project to be tacked on to the low-interest loan for waste water treatment plant improvements.
- Passed a motion to send a letter to Newton motel owners, letting them know the ordinance banning smoking in motel rooms won't change.
- Held an executive session to discuss non-elected personnel matters and property acquisition.

BLOG/ONLINE COVERAGE

Jumping the Gun: Big Hopes for V-Vehicle as Financing Deadline Looms – *Earth2Tech* – 2/10/10

By Josie Garthwaite

A March 1 deadline looms for V-Vehicle to raise \$350 million — the amount that the T. Boone Pickens and Kleiner Perkins-backed startup needs in order to release the bulk of an incentive package put together by state and local authorities in Monroe, Louisiana (or else request an extension). And so there's growing pressure on the 4-year-old company and its backers to show progress on a project that's supposed to create more than 1,400 jobs, but has publicly revealed little more than a headlight and a factory site.

But this week Stephen Moret, the economic development chief for Louisiana has relayed to local media a couple of milestones: He expects a green light from the Department of Energy on V-Vehicle's loan request within two weeks, and he says V-Vehicle is approaching the end of an often lengthy environmental assessment process.

V-Vehicle, along with dozens of other companies, is competing for a shrinking pile of funds in the DOE's Advanced Technology Vehicles Manufacturing loan program. This latest update comes about a month after V-Vehicle's director of Louisiana assembly operations, David Hitchcock, told the local Monroe News Star the company had moved on from validation "in a virtual environment" to the "physical testing phase" for what will reportedly be a high-efficiency gas powered vehicle.

"I don't want to speak for the company or DOE, but what I do know is they are very close to the finish line in DOE's ATVM process," Moret told the Ouachita Citizen. "I don't anticipate the environmental assessment will threaten this timeline for the project."

The environmental assessment claim this week raised a flag for us, since the process reportedly only began last month. DOE spokesperson Ebony Meeks told us today that while the agency can't comment on individual applications, the average review time for environmental assessments is 6-9 months.

Perhaps more importantly, at least for V-Vehicle's chances of making it under that March 1 deadline, the environmental assessment doesn't actually have to be finished in order for the DOE to give the nod on a loan. Meeks acknowledged in an email, "It is possible for an applicant to receive a conditional commitment from the Department prior to a NEPA [National Environmental Policy Act] review being completed."

Tesla Motors offers an example of that — the San Carlos, Calif.-based electric car startup has been able to close its loan agreement with the DOE before settling on a project site. Once the company selects a site, it will go through the NEPA review process to ensure it meets environmental regulations.

At a certain point in the application process for federal funds, companies and regions hoping for funds to build out next-gen vehicle factories and other projects, and in the process create some green jobs, have one main thing to do: wait. That's where V-Vehicle is now, and whatever milestones it has been able to hit so far, it's still far too early to tell whether the company will be able to deliver on its promises to build "a new American car company."

EIA Sees Chance of \$3.00 Gasoline.. Win-Lose For Many (VLO, PBR, BHI, OIH) – *24/7 Wall Street* – 2/10/10

By Jon C. Ogg

The Energy Information Administration is out with its newest 2010 and 2011 predictions for both supply and demand for oil and energy products. This may throw water on T. Boone Pickens' call for \$90 oil this

year, but what stands out perhaps more than anything is that demand for oil is actually expected to be up for the first time over 2 years. While this might not yield much for oil traders today, this forecast is something that the refineries will be paying close attention to as they have to figure out some how some way to boost their margins.

Today's news is probably not going to move shares of Valero Energy Corp. (NYSE: VLO), but there is some data at the end that looks pretty solid for Petroleo Brasileiro (NYSE: PBR), or Petrobras, for some continued production growth. The data offers some continued support for a belief that the Baker Hughes Inc. (NYSE: BHI) rig counts won't suddenly head south, and that in turn may offer some stability for the Oil Services HOLDRs (NYSE: OIH).

With the WTI crude spot price increase from \$69.48 per barrel on December 14 to \$83.12 on January 6 and then back to \$72.85 on January 29, the EIA expects the price of crude oil to rise again in the spring to an average of about \$81.00 per barrel over the second half of this year and \$84 per barrel in 2011. It sees an average of \$76 per barrel in February and March, before rising to about \$82 per barrel in the late spring and to \$85 by late next year. It is interesting that despite the sustained lower price, this is unchanged from a month ago.

One assumption in the data is that U.S. Real GDP will rise 2.3% in 2010, and it is also assumed that U.S. Real GDP will rise 2.5% in 2011. In short, the EIA is NOT looking for any double-dip recession. Its assumptions for global growth are oil-consumption-weighted real GDP growth of 2.7% in 2010 and 3.6% in 2011.

The EIA also sees the annual average regular-grade retail gasoline price going up from \$2.35/gallon last year to \$2.84 in 2010 and then up to \$2.97 in 2011. What is budgeted is that gas prices at the gas pump may go over \$3.00 per gallon during times getting closer to this spring and summer. Our big issue with these calls from government agencies and large macroeconomic forecasting groups is that they almost never subscribe to anything other than the efficient market theory. They believe that today's prices are reflective of all scenarios, and much of the forecast data is reliant upon older data. Had oil stayed closer to \$80/barrel, it seems rather safe to assume that the assumptions might have a higher equilibrium.

As for the demand increase... the EIA revised its outlook for global liquid fuels consumption to grow by 1.2 million bbl/d in 2010 and 1.6 million bbl/d in 2011 after showing annual declines in 2008 and 2009.... non-OECD countries are the factor. The figure is actually marginally lower than the expected demand increase seen a month ago. The refineries need to play off of demand, Valero in particular... If they cannot pass on higher costs when demand increases and when prices rise, then they are going to have another dismal couple of years.

Non-OPEC supply rose 560,000 barrels per day in 2009 and is projected to increase by 430,000 barrels per day in 2010. Guess where the largest growth pockets are?... the United States, then Brazil and Azerbaijan. Petrobras must like this.

We have left off some of the diesel data, but also the Nat-Gas and electricity markets to keep this focused. Unfortunately for the natural gas market, production is expected to down by 2.6% in 2010.

BROADCAST COVERAGE

1. Mad Money (Rebroadcast)

CNBC, National | DMA: 0

02/10/2010, 11:00 PM - 12:00 AM

[CC] 00:18:30 (guest is CEO of RRC)...One of the things I talk about now all the time, remember, it's because you look at the 2500% performance you got. One of the big bears comes to me yesterday and says, you ought to stop beating the bandwagon, if natural gas gets all those uses you want like cars and trucks and no more coal plants, the price of natural gas will go to 14, 15. Compete against oil, and nobody will use it. That's just not true, is it? That's the scenario that used to be when you're in unreliable fuel, not now when you're in plenty. That's a very unknowledgeable statement. What's happened, with these shale plays, now we have reserves and properties that are very consistent. These shale formations are very large, they're very broad, very consistent, very repeatable. We as an industry are going to be very consistent in terms of delivering to our consumers, which is something that we weren't capable of when we had the old world assets. Why are you not more --Maybe you are, I don't know, if Conoco and BP and Transcanada builds a 3 \$3 billion pipeline to bring more **naturalgas** down to the lower 48, why don't they just buy range resources for 100% more than they're selling for. Yeah, let's go for it. I like that attitude. Now, do you think that this article was a little intimidating, it could cost 500 billion for you to get **oil** and **naturalgas**? Was that something the reporter may not have gotten right? Yeah, that number's way way too high. I knew it. If you take what we're projecting over the next five years in terms of capital, and you compare it against the cash flow, even at \$5 or \$5. 50 **Gas**, it's a shortfall. We have plenty of assets that will help fund that growth. The good news,our existing shareholders wl get the benefit of the big rise in production reserves. That's why I've been recommending your stocks since the show began. One of the things that happened yesterday, I've been talking to people --Spent a lot of time in congress, they're very optimistic, **BoonePickens** bet me \$100 we get this **naturalgas** bill passed. I'm more of a skeptic. If we don't get any relief from Washington for this industry, we have big terminals that were meant to bring in foreign **naturalgas** because we didn't think we had enough. Will I look one day and see the oddity of us exporting energy if we do not endorse this important fuel because we have so much of it that maybe the people who don't have enough natural gas need our own natural gas? That's absolutely right, Jim. If you look at that Alaska pipeline, one of the alternatives was to move it to Anchorage and exporting the gas to Japan. So I think, you know, again there's a lot been going on the last 12 months. You've been talking about it a lo again, 96% of our transportation system in the United States is run off crude oil. That's going to change big-time. The consumers are going to win. They win this winter with lower prices and ultimately when we get these vehicles converted, they're going to be saving 30 40 50% versus what they're paying right now. You've been a great spokesman for the industry, you know I hope you're right, you know I think it's terrific if someone wants to pay 100% more for your stock, you're willing, you are a moneymaker. Thank you for coming on the show. Thanks, jim. It's fun, let's do it again. Thank you. 2004, First to drill in Marcellis Shale. Remember, a man who has 25 trillion cubic feet right in one company. That's the whole country's use of natural gas.00:23:36

Audience: 86,614 **Spot Cost:** \$986

2. Mad Money

CNBC, National | DMA: 0

02/10/2010, 06:00 PM - 07:00 PM

[EC] 00:14:36 (guest is CEO of RRC)That's right. The shale plays are huge paradigm shift, and that's going to be good news for Americans and consumers. Why the heck would Exxon, very good company trans canada, conoco, bp all be competing to build a pipeline to bring natural gas down from Alaska when we have it right here in Pennsylvania and West Virginia? Well, that was before --A lot of that was cated, thought through before the shell plays really found their niche. I think now that pipeline's going to compete big time with the shale not only in marcellis, but haynesville and the other places. I think the important thing is we're turning natural gas, instead of being a north American commodity we're turning it into a world wide commodity, that's key. One of the things I talk about now all the time, remember, it's because you look at the 2500% performance you got. One of the bis big bears comes to me yesterday and says, you ought to stop beating the brand wagon, if natural gas gets all those uses you want like cars and trucks and no more coal plants, the price of natural gas will go to 14, 15. Compete against oil, and nobody will use it. It's not true, is it? That's the scenario that used to be when you're in unreliable fuel, not now

when you're in plenty. That's a very unknowledgeable statement. What's happened, with these shale plays, now we have reserves and properties that are very consistent. These shale formations are very large, they're very broad, very consistent, very repeatable. We as an industry are going to be very consistent in terms of delivering to our consumers, which is something that we weren't capable of when we had the old world assets. Why are you not more --Maybe you are, I don't know, if Conoco and BP and Trans Canada build a pipeline to bring more natural gas down to the lower 48, why don't they just buy range resources for 100% more than they're selling for. Yeah, let's go for it. I like that attitude. Now, do you think that this article was a little intimidating, it could cost 500 billion for you to get oil and natural gas? Was that something the reporter may not have gotten right? Yeah, that number's way way too high. I knew it. If you take what we're projecting over the next five years in terms of capital, and you compare it against the cashflow, even at \$5 or 5.50 Gas, it's a short fall. We have plenty of assets that will help fund that growth. The good news, our existing shareholders will get the benefit of the big rise in production reserves. One of the things that happened yesterday, I've been talking to people --Spent a lot of time in congress, they're very optimistic, **BoonePickens** bet me \$100 we get this bill passed. If we don't get any relief from Washington for this industry, we have big terminals that were meant to bring in foreign natural gas, because we didn't think we had enough. Will I look one day and see the oddity of us exporting energy if we do not endorse this important fuel, we have so much of it that the people who don't have it need our own natural gas? That's right. If you look at that Alaska pipeline, one of the alternatives was to move it to Anchorage and exporting the gas to Japan.. 00:23:23

Keywords: TZ; Executive Decision : Executive Decision; **NaturalGas;** Opec; EOG; Barnett Shale; Marcellus Shale; Wall Street Journal; Exxon; XTO; Trans Canada; Conoco; BP; **BoonePickens;** **NaturalGas** Act; Alaskan Pipe Line;
Visuals: Range Resources; Steve Miller poster;
Speakers: President Barack Obama; John Pinkerton, Range Resources Chairman and CEO;

Audience: 300,434 **Spot Cost:** \$2,802

3. The Dylan Ratigan Show

MSNBC, National | DMA: 0

02/10/2010, 04:00 PM - 05:00 PM

[CC] 00:39:36 The Chinese may be prepping for a massive dump for U.S. assets specifically that the Chinese government has directed reserve managers to sell all risky U.S. assets and hold on to securities guaranteed by the U.S. Government, U.S. Treasuries and U.S. Housing debt. The trade deficit widened again. This was unexpected. The only reason, imports of foreign oil. Please get us off of foreign oil. If we exclude petroleum our trade gap was little changed from November to December. Richard Branson warning the oil crunch will strike Britain in the next five years. I like the **Pickens' Plan**. I don't know what you are into. Anything that is not foreign oil is something I would like to talk about. Toyota troubles, congressional inquiries supposed to start today, snow delayed the hearings. Evidence rolls in that government regulators didn't connect the dots with all the complaints that were coming in. A familiar story. 00:40:35

Audience: 478,543 **Spot Cost:** \$4,512

4. Land Line Now

Road Dog Trucking (Sirius XM), National | DMA: 0

02/10/2010, 07:00 PM - 08:00 PM

00:38:00 OK my question for you this week is about liquefied **naturalgas** or LNG ... Shell Rotella recently unveiled a new oil specifically for LNG engines and when I saw that it got me to thinking well you know there's a lot of folks out there who are pushing for liquefied **naturalgas** to be the next big thing . A guy we had on the show before **TBoonePickens** is a big supporter and he thinks it can even replace diesel. Now that remains to be seen whether or not that'll happen but my question for you this week is would you switch to a truck that ran on liquefied **naturalgas**? ... Give me a call and let me know ... 00:39:59

Audience: N/A **Spot Cost:** N/A

5. KUSI News At Ten

KUSI-TV (IND) CH 51, San Diego | DMA: 28

02/10/2010, 10:00 PM - 11:00 PM

[EC] 00:13:35 Earthquakes and renewable energy. Both are something we live with everyday in California. But how would a wind turbine hold-up under the stress of a big quake. That's just what a team of engineers at U-C-San Diego want to find-out. Kusi's David Davis has the story. It is the energy of the future, from sunlight to wind, renewable energy has taken hold around the world. Wind power is growing at a rate of 30 percent annually, and much of it is generated right here in California, where earthquakes are a daily occurrence,, In California, in particular, but also other regions like China, Greece, and so on. There's a fair bit of seismic hazard. So we want to make sure that **wind** turbines are being designed appropriately to address that seismic hazard. This particular 65-kilowatt turbine was built in the 1980's. Donated by Oak Creek **Energy** systems it stands 80 feet tall. And is made from the same materials used to build modern day turbines, at a much greater height, 8:14, new turbines are 3 and 4 times and more as big as this one and they're extremely expensive and their satisfactory operations is very very important. And result in major economic consequences if there is trouble. For instance, late last year, General Electric received a one and a half billion dollar contract to build the world's largest **wind** farm. Last summer, SDG&E announced it would build California's second adding to the Campo Reservation Project in the mountains east of San Diego. And one of the richest men in the world, billionaire **oilman T. Boone Pickens** has invested hundreds of millions of dollars on a giant **wind** farm in Texas. The test that they conduct today is gonna be somewhat of a low level shake, but over the course of the next two weeks, they're going to be rattling this 80 foot structure with magnitudes up to 7.0. Two tests were conducted minutes apart, the first without the turbine's giant blades operating, then the second with them in operation. The video, like a minor earthquake, was not dramatic. But it was significant on two fronts, , one you need to make sure that they're safe. They don't fall over. But also you need to make sure that wind turbines remain a cost competitive source of energy. So you want to make sure that your design isn't over conservative. And unduly burdening the wind industry with an overly expensive wind turbine....

00:16:14

Keywords: TZ; Turbine Test: UC San Diego; General Electric; SDG&E T. Boone Pickens

Visuals: Oak Creek **Energy** Systems turbine

Speakers: Ian Prowell, UCSD graduate student researcher; Ahmed Elgamal, UCSD engineering professor

Audience: 42,928 **Spot Cost:** \$714

6. KUSI News At Six

KUSI-TV (IND) CH 51, San Diego | DMA: 28

02/10/2010, 06:00 PM - 07:00 PM

[EC] 00:09:14 . Earthquakes and renewable energy aren't usually mentioned in the same conversation, but a team of engineers at U-C-San Diego, wants to know what one would do, to the other. In particular, how a wind turbine would hold up under stress. Kusi's David Davis is in the newsroom with the story, first off, something you may not have known, the Englekirk Structural Engineering center here in San Diego is home to the largest outdoor shake table in the world. It can simulate just about any earthquake known to man, and over the next few days it'll be used extensively, it is the energy of the future, from sunlight to wind, renewable energy has taken hold around the world. **Wind** power is growing at a rate of 30 percent annually, and much of it is generated right here in California, where earthquakes are a daily occurrence,, in California, in particular, but also other regions like China, Greece, and so on. There's a fair bit of seismic hazard. So we want to make sure that **wind** turbines are being designed appropriately to address that seismic hazard. This particular 65-kilowatt turbine was built in the 1980's. Donated by Oak Creek **Energy** Systems it stands 80 feet tall. And is made from the same materials used to build modern day turbines, at a much greater height, new turbines are 3 and 4 times and more as big as this one and they're extremely expensive and their satisfactory operations is very very important. And result in major economic consequences if there is trouble. For instance, late last year, General Electric received a one and a half billion dollar contract to build the world's largest **wind** farm. Last summer, SDG&E announced it would build California's second largest **wind** farm by adding to the Campo Reservation Project in the mountains east of San Diego. And one of the richest men in the world, billionaire **oilman T. Boone Pickens** has invested hundreds of millions of dollars on a giant **wind** farm in Texas. , the test that they conduct today is gonna be somewhat of a low level shake, but over the course of the next two weeks, they're going to be rattling this 80 foot structure with magnitudes up to 7.0. Two tests were conducted minutes apart...

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Keywords:Wind Power; Earthquake; Renewable **Energy**; UC San Diego; **WindTurbine**; Englekirk Structural Engineering Center; Shake **Table**; General Electric; SDGE; Campo Reservation Project; **TBoonePickens**; Astronaut; National Renewable **Energy** Lab; Boulder; CO; National Science Foundation;

Visuals:Wind Farm; **WindTurbin** from Oak Creek **Energy** Systems;

Speakers:Ian Prowell, UCSD; Professor Ahmed Elgamal, USC;

Audience: 35,570 **Spot Cost:** \$396