



T. Boone Pickens Media Coverage 4.30.11 – 5.2.11

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PRINT COVERAGE

Port Dolphin Project May be Step Toward Ending Coal-Fired Power Plants – The Bradenton Times – 4/30/11

By Joe Shea

A high-tech, \$1-billion, floating deepwater system for delivering huge tanker-loads of liquefied natural gas (LNG) to inland connector terminals will help avoid a growing shortage of pipeline capacity for utilities in the Tampa Bay area, yet be completely invisible from Anna Maria Island and the Manatee

County coastline.

Over the coming decades, the additional natural gas can help utilities end the use of coal to fire power plants, supporters say, and bring cleaner skies to the region. Gov. Charlie Crist initially approved the project on Sept. 14, 2009.

The so-called SRV ships - Shuttle and Regasification Vessels - will be moored 28.8 miles offshore, the project website says. Floating regasification ships are an innovation that are catching on in the natural gas industry. Currently, there are a total of 25 in development, 13 in operation and another three in construction. The latest of them can hold up to 170,000 square cubic meters of gas in four separate tanks on each ship.

Here's how they work. At the source, natural gas is frozen to a liquefied state and then loaded onto LNG tankers, that then come to Port Dolphin. There the ships use water from their boilers to heat the LNG to its gaseous state. Then, through two special buoys - one for each ship - are lifted from the ocean floor by the surface ships, and the gas will be pumped through the buoys into a 28-inch pipeline to shore-bound "interconnectors," located four miles inland from the Port of Manatee at Piney Point. In addition to the two large ships, a small number of seagoing tugs will service the two ships with food, personnel and maintenance needs.

From pipeline interconnectorss owned by TECO and Gulfcoast Interconnect, it can then go anywhere in Florida the gas is wanted. The pipeline itself will run between the City of Anna Maria and Passage Key before it reaches shore.

Port Dolphin Energy LLC is a wholly-owned U.S. subsidiary of Hoegh LNG AS, based in Oslo, Norway. They are building the LNG tankers, of Hoegh LNG's own design, at Hyundai Heavy Industries in South Korea at an estimated cost of \$300 million each. The company currently has six.

Hoegh, with a partner now called GDF Suez, recently completed the Port Neptune LNG Project about 10 miles off the coast of Massachusetts to serve Boston utilities. It is building a third project, Port Meridian, off the coast of Britain, and a fourth, Port Triton, about 18 miles off the Italian coast.

The Manatee County-owned harbor will house Port Dolphin's operational offices under a \$30-million contract signed in January. The project, which is only the second natural gas pipeline coming into Florida, is expected to have a \$150-million economic impact over the next 20 years, Port officials say. The other pipeline comes across the Gulf of Mexico from the Port of Mobile Bay in Alabama into the

Gulfstream Interconnect at Port of Manatee.

“With the addition of Port Dolphin to our growing family of energy-related companies, Port Manatee exhibits its leadership as an incubator for local jobs and regional economic growth,” said Larry Bustle, chairman of the Manatee County Port Authority in a January press release. “This agreement reinforces the port’s financial strength with a new, recurring revenue stream.”

The agreement calls for the Port to receive \$16 million in cash and assets over the first five years, and an additional \$15 million over the remaining life of the contract.

"The Manatee County Port Authority, along with port staff, guided this agreement to a successful conclusion and as a result the community will benefit with new jobs and the state will benefit with a new source of natural gas," Port Manatee Executive Director David L. McDonald said in the January statement.

Neither Bustle nor McDonald returned phone calls Thursday. Spokesperson Cheron Wicker said National Maritime Administrator David Matsuda, who was traveling, declined to "make a statement at this time."

A lengthy state environmental permitting process was completed at the end of January 2011.

Natural gas has been proposed as an alternative to burning coal by promoters who say it is cheaper, cleaner and safer than other fuels. The so-called SRV system of ships and buoys is "safe, reliable, and environmentally sound," the company says. That hasn't always been the case with the 2.5 million miles of underground gas pipes across the United States.

Since September, several deadly incidents of underground natural gas line explosions killed at least 15 people and destroyed whole blocks and homes in San Bruno, Calif., Allentown, Pa., and Philadelphia. Last year, "60 Minutes" documented incidents of groundwater contamination in upstate New York blamed on "fracking," a method of cracking hydrocarbon deposits to free natural gas, that resulted in some families being able to see flames when they light a match beside their running tap water.

The Port Dolphin project appears to avoid those hazards. It will consist of little more than the stanchions, mooring lines and buoys on the sea floor, at a depth of 100 feet, and much of the pipeline to shore will be laid above ground.

When it approaches areas of sea grass planted in recent years by the Port, the line will go underground and emerge at the Port of Manatee. From there, it will go to the interconnectors at Piney Point, where valves are opened and closed to direct the gas to the appropriate purchaser.

The biggest promoter of natural gas, the former oilman T. Boone Pickens, has hailed it in a nationwide advertising campaign as a safe and cheap alternative fuel. However, Pickens does not have a role in Port Dolphin, nor do any of his companies, a public relations company representing the project said.

Natural gas more crucial than ever – Salem News – 5/1/11

Now that the proposed multi-billion-dollar Beard Energy project in Wellsville - that would have energized an entire region - appears pretty much dead, the Mahoning Valley's effort to turn natural gas into an economic heyday becomes more important.

The Beard's coal liquifaction plant was to be constructed in and around Wellsville along the Ohio River. The impact of what was once tabbed the largest economic development project in the U.S. at \$6 billion would be felt throughout the whole of Columbiana County and beyond, what with the initial construction jobs and then permanent plant positions.

However, the plan to turn coal in Columbiana County into liquid fuel mainly for jets is now on life support after the largest investor halted payments for land acquisition. And what a shock it isn't given the disappointments we've had throughout the years.

The Valley's future economic prosperity still rests in alternative energy. Instead of turning coal into vehicle fuel, riches lie ahead by turning natural gas into vehicle fuel.

The New Alternative Transportation to Give Americans Solutions Act of 2011 has been introduced in the U.S. House and is assigned to various committees. Also known as the Natural Gas Act, it provides incentives for heavy truck manufacturers to produce vehicles that operate on natural gas. It also provides incentives for truck stops to provide natural gas refueling pumps.

As the bill gets discussed and tweaked, we recommend an amendment that would create requirements and incentives for all vehicle manufacturers to produce new vehicles with natural gas conversion kits allowing owners to switch fuel sources for less than \$100. The Foundation for the Defense of Democracies, a policy institute focusing on terrorism, promotes the kits as a way of

reducing U.S. dependence on foreign oil.

Billionaire energy investor T. Boone Pickens said Wednesday that the U.S. has more natural gas than Saudi Arabia has oil. Most of what the U.S. has is in northeast Ohio, Pennsylvania and surrounding states. The Natural Gas Act is sometimes referred to the Boone Pickens Act because the billionaire spent about \$80 million over several years promoting it.

Pickens spoke about it Wednesday on CNBC. He pointed out that by building new diesel-powered 18-wheel semis and other heavy-duty vehicles with natural gas engines, the U.S. could cut its dependence on foreign oil in half in five to seven years. He predicts that the price of gasoline would fall sharply and the U.S. would have more time to develop more permanent forms of alternative energy.

There already are 12 million vehicles worldwide that run on liquified or compressed natural gas. U.S. Rep. Tim Ryan, D-Niles, a Natural Gas Act cosponsor, has already mentioned using the Air Force Reserve Station as a testing ground to operate military vehicles on natural gas. Pickens calls this a game-changer for the nation. Imagine what it does for the Valley.

Larson says time is now for shift to natural gas – Hartford Business Journal – 5/2/11

By Brad Kane

As John Larson nears his goal of making natural gas a transportation fuel of choice, he urges Connecticut business to prepare for the upcoming revolution.

The congressman from Central Connecticut believes converting commercial fleets U.S. Rep. John Larson, D-CT, is pushing a bill that would help shift the commercial transportation infrastructure toward natural gas. Installing natural gas fueling stations is the fast-track to energy independence, particularly from foreign oil.

And now, after three years of trying to kick start the revolution in Congress, Larson appears to have powerful, bipartisan support to push natural gas onto the country.

“It is nice to work on legislation across the aisle where everyone gets it,” Larson said. “The sooner we get started on this road to energy independence the better.”

Larson, a member of House Select Energy Independence and Global Warming Committee, spews a litany of anti-foreign oil rhetoric, citing the billions of dollars in trade deficits, the fact more than half our oil coming from foreign sources, the heavy reliance on the unstable Middle East.

“We’ve got to get out of the business of relying so heavily on others for our fuel,” Larson said.

For Larson, natural gas starts the solution. Large domestic supplies lasting 100 years means cars fueled by America. Oil prices are rising, and natural gas prices are dropping. Natural gas will make for a smoother transition into clean, more abundant transportation alternative — such as hydrogen fuel cells.

In 2008, Larson first introduced an act to steer the transportation sector toward natural gas. That legislation passed the House of Representatives in 2009, but stopped there.

Last year, Larson appeared to have the support for the law, but it was wrapped up in the cap-and-trade provisions of energy policy reform, which ultimately was shelved.

This April, Larson — along with lawmakers from Oklahoma and Texas — introduced a smaller, more focused bill, the New Alternative Transportation to Give American Solutions, or NAT GAS, Act.

“This year, a stand-alone bill makes a lot of sense,” Larson said.

The ultimate goal is energy independence, but the provisions focus on offering incentives for manufacturers to build natural gas vehicles and for commercial fleet operators to buy them.

Heavy-duty vehicles such as garbage trucks and 18-wheelers use far more fuel than personal cars and small trucks. Converting the heavy-duty operators to natural gas is the quickest way to immediately reduce our dependence on foreign oil, Larson said.

“Converting one garbage truck is the equivalent of taking 18 cars off the road,” Larson said.

Plus, natural gas vehicles are cleaner and cheaper to fuel.

Vehicles running on compressed natural gas or liquefied natural gas emit 25 percent less greenhouse gases than those using petroleum, said Pat Davis, U.S. Department of Energy vehicle technologies program manager.

The cost of a fill-up is cheaper than \$4 per gallon of gasoline. The price of compressed natural gas, or

CNG, runs \$2-\$3 per gallon, depending on the fueling station, Davis said. A CNG fueling station at Norwich Public Utilities offered \$1.99 per gallon on April 27.

Connecticut already made some headway with natural gas vehicles. Using \$13.2 million from the American Recovery & Reinvestment Act, the Connecticut Clean Cities Future Fuels project is building CNG fueling stations throughout the state.

“This is probably the largest alternative fuel project ever in the state,” said Lee Grannis, coordinator for Greater New Haven Clean Cities Coalition.

Connecticut will have eight CNG fueling stations by the end of the year, including a Shell station in Windsor Locks offering CNG, biodiesel and an electric car charging station.

The Connecticut Clean Cities also helps commercial fleet operators convert to natural gas by building stations. Solid waste hauler Environ Express Inc. and telecommunications giant AT&T share a newly opened CNG/LNG fueling station in Bridgeport.

“Any place AT&T can find a reliable fuel source, they will convert their fleet to natural gas,” Grannis said.

Green Access Taxi of Bloomfield and Metro Taxi of West Haven are building separate stations and buying natural gas cars.

“For the life of me, I don’t know why the country is not pushing harder for compressed natural gas as an alternative fuel,” said Bill Scalia, owner of Metro Taxi.

Metro Taxi will have 110 CNG vehicles in operation this year. The U.S. Department of Energy supplied a grant to cover the increase in costs over gasoline-powered taxis; and the company is using its estimated \$500,000 in annual fuel savings to buy more wheelchair accessible taxis, giving Metro a unique offering in the market.

Larson sees this as just the tip of the iceberg.

If the NAT GAS Act passes, more companies will see the cost and environmental benefits of natural gas fleets; and they will receive incentives to buy them, Larson said. That increased interest will spur further development by manufacturers, who will receive incentives to sell them.

For Connecticut to increase drastically its use of natural gas, New England will have to get a greater supply of the fuel. A pipeline linking the region to large deposits of natural gas in the Midwest and Southwest has been proposed and is supported by Connecticut natural gas companies, including Yankee Gas, which want to offer more natural gas for home heating.

The main drawback of natural gas vehicles is they can't drive as far on a tank of fuel. For a CNG vehicle to get the same range as a gasoline vehicle, the fuel tank must be twice the size, which limits cargo capacity.

Since most commercial fleet operators choose the cargo space over the range, CNG vehicles just don't travel as far, said Gerald Koss, Ford Motor Co. fleet marketing manager. Unless a company has its own fuel station, the concerns over range impede businesses from making the switch.

Ford offers three vehicles that can run on CNG, but they are conversions. For the automaker to ramp up production of CNG vehicles, the customer demand would have to increase, Koss said.

Since Ford launched a CNG initiative in 2008, the company has seen increased interest but not at a high enough level, yet, Koss said.

The NAT GAS Act takes care of all that, Larson said. With more businesses buying CNG, more fueling stations will pop up to service them, alleviating range concerns. As the interest in CNG rises, automakers will respond to the market.

The legislation isn't over the hump yet, but Larson remains confident it will pass.

Within a month of its introduction, the NAT GAS Act garnered 104 Democrat co-sponsors and 77 Republican co-sponsors — just 37 supporters shy of the necessary votes need to pass the House. President Barack Obama favors the bill, as does Speaker of the House John Boehner.

Larson is further encouraged by the backing of oil and gas executive T. Boone Pickens, who is organizing support outside of Washington.

In anticipation of the law passing, Larson is working with Sen. Joe Lieberman and members of the U.S. Senate to craft identical legislation in that chamber to avoid procedural delays before Obama signs it into law.

“We have a 150-year resource, and we have to figure out how to tap into it,” Larson said.

The domestic natural gas supply is closer to 117 years, said Philip Budzik, operations research analyst for the U.S. Energy Information Administration. That 117 years is based on current usage, which will undoubtedly increase if the NAT GAS Act passes.

But the legislation isn’t designed to make natural gas the end-all-be-all of transportation fuel in the country, Larson said. It is just a smart, easy way to transition from foreign oil.

The best part about CNG vehicles is they are a good forerunner to hydrogen powered fuel cell vehicles, Larson said. Hydrogen fuel cell vehicles emit zero greenhouse gases and can be powered by clean, domestic sources.

Natural gas will make the country used to gaseous fuel by the time the fuel cell technology becomes readily available for the consumers, Larson said.

No matter the type of non-petroleum powered vehicles — CNG, electric, fuel cell — once there are more of them on the road, the NAT GAS Act will have completed its ultimate goal.

“This country really needs to extricate itself from foreign oil,” Larson said.

BLOG/ONLINE COVERAGE

Congress Fools Around and Does Nothing to Create Jobs. Here Is What It Should Do — Ideal Taxes Association – 5/1/11

By Raymond Richman

Republican leaders talk as though the most important thing for us to do is to reduce expenditures and bring the budget into better balance. It is true that the current budget deficit is unsustainable. Democrats have spent over \$800 billion on a foolish Recovery plan that at most kept a million government employees in their largely unproductive jobs and may have cost up to millions of jobs in the private sector. Getting control of the federal budget is indeed important but getting the vast army of unemployed back to work is much more important. And it could be done quickly. What we should be doing is:

1. Bring trade into better balance. An annual trade imbalance of \$600 billion dollars means that we lost 6,000,000 jobs to other nations. Before the recession, the trade imbalance was \$800 billion. Trade, both exports and imports, declined as a result of the recession but it is growing again which means we are losing more jobs. We can do something immediately that would bring trade into better balance. That something single country flexible tariffs, what we have termed scaled tariffs. Imposing the single country scaled tariffs would create a million jobs within a year and millions more as the U.S. once again becomes a place to invest in new factories. The scaled tariffs would bring in a trillion dollars the first year and as trade is balanced, the ensuing economic growth would bring in billions in revenues.
2. End the prohibition of drilling for oil and gas on public lands and offshore in the Atlantic, Pacific, and the Arctic. Brazil, Russia, Norway and others have found huge unexploited reserves of oil offshore and are going full speed ahead. We have allowed our environmental extremists to veto new sources of traditional energy. Pres. Obama still has not restored deep water drilling in the Gulf of Mexico and oil drilling rigs have left for friendlier waters. Yet he is willing to guarantee loans to Brazil for deep water drilling in the Atlantic. What hypocrisy! And just to appease an irrational group to get re-elected. A million jobs within a year.
3. Go full speed ahead on developing drilling for natural gas in our abundant shale deposits. It is estimated that we have sufficient reserves of natural gas to satisfy our energy needs for a century or more. Heavy vehicles like trucks and buses as Boone Pickens has urged could be converted readily and we would need thousands of filling stations. A million jobs within a year.
4. Postpone for fifty to 100 years the construction of wind and solar energy plants which cost jobs and don't create jobs. These are so uneconomical that none would be built without huge government subsidies and rising electricity prices which cost jobs. We have enough fossil fuels and uranium to fuel low-cost electric generating fossil fuel and efficient nuclear plants. France which gets 70 percent or more of its electricity from nuclear plants has the lowest electricity costs of any major industrial nation. Spain and the Netherlands have cut back on their financial incentive to build inefficient wind and solar and we should end all financial incentives to wind and solar electric generating plants.
5. Get the misnamed Environmental Protection Agency under control and end the foolish environmental restrictions imposed in the name of man-made global warming. We have had periods of global warming equal to the one in the last century many times over the last 10,000

years, long before there were any industrial and transportation uses of fossil fuels.

6. We have too many unproductive regulations of business. In an op-ed column in the Pittsburgh Trib-Review on 5-1-2011 by Wayne Crews and Ryan Young of the Competitive Enterprise Institute , they reported that complying with federal regulations imposes a burden of \$1.75 trillion a year and none of the cost of compliance appears in the budget of the federal government. While some regulations are needed for good performance of a market economy, many regulations do more harm than good. There were 224 sets of regulations that imposed costs of compliance of \$100 million or more. Congress does not vote on most regulations, it has given government agencies like EPA authority to impose regulations. The mandate on banks to lend to homeowners in poor neighborhoods was used by ACORN and other leftist groups to blackmail the banks and it could be argued that it led to the banks making home loans without adequate home-owner equity and contributed to the real estate boom and bust that was and is the major cause of the current recession. Banks still own trillions of dollars of mortgages that are in default. Getting rid of unnecessary restrictions on business activity would stimulate business and create perhaps a million jobs.
7. Get rid of the prohibition on the production and use of drugs which is costing us \$40 billion or more per year, has filled up our prisons with mostly small black dealers, has cost the deaths of thousands abroad, and, as we have written, cost us the war in Afghanistan. When our troops got involved in destroying the poppies, Afghanistan's leading agricultural crop, in the fields, we turned from liberators to oppressors. Taxing narcotics and marijuana would gain us billions in revenue and end the violence associated with drug trafficking all over the world. It would create millions of legitimate jobs and empty our prisons.
8. Get rid of the corporate income tax and integrate it with the personal income tax. Corporations that produce for the domestic market pass it on as they would a sales tax while corporations that export goods are made uncompetitive. It would stimulate exports and create millions of jobs.

These aren't all we can do to restore our economy but they are a quick start. In the process we will be doing much to reduce the deficit. There is nothing like economic growth to bring in revenues. More important these change would return the U.S. economy to full employment rapidly.

10 Momentum Movers Reporting Earnings Next Week – Seeking Alpha – 5/2/11

By Jon Slotnick

This is the third in my pre-earnings series on "momentum movers" — stocks which have made large, and even parabolic price moves in the past. A few years ago my Twitter stock guru pointed out that when a stock has a history of advancing quickly, history frequently repeats itself, and earnings often serve as a catalyst for those moves. Since then, I've kept a watch list of these issues. Here are 10 snapshots of momentum movers scheduled to report earnings next week, and my handicap of how their stock prices might perform.

Activision (ATVI)

ATVI is one of those companies that in many ways has lived up to some very lofty expectations. Shares of ATVI have risen from relative obscurity at the turn of the century (\$2 per share), to its current price of around \$11.30. Despite some hiccups, it's been a steady climb up for ATVI, and the company — which makes popular video game titles — is reaping the benefits of one of the more solid video gaming markets in recent memory.

My prediction: In the face of fierce competition and a huge float of 1.18 billion shares, ATVI's momentum days are over. It would take a big earnings beat to quickly move the share price of this woolly mammoth. Traders already have their favorites in this space — MCZ and COOL — and that's where the momentum money will most likely remain.

Clean Energy Fuels (CLNE)

By now most market participants are familiar with Clean Energy Fuels (CLNE) — T. Boone Pickens' lovechild that has catapulted natural gas into the forefront of the clean energy frontier. During 2009, CLNE stock began a rapid climb from a \$5 per share base, ultimately hitting a 52-week-high of \$19.36 last summer. Since then, with the price of oil and refined gas spiking, the spotlight is again shining brightly on the need for both more and cleaner energy.

My prediction: The use of natural gas to power vehicles is here to stay and this company is the North American leader, with deep pockets. Regardless of CLNE's earnings results, CLNE stock should gradually rise through the years as a solid buy and hold idea. That said, a good immediate earnings outlook could re-ignite serious buying interest in CLNE. I'm leaning long here, looking for the break of \$20 to launch the share price higher. And even if earnings aren't good, I'm not sure there's much long-term downside risk.

Cisco Systems (CSCO)

No need to remind anyone about CSCO's long and storied history. And of course the days when CSCO would move up or down several bucks or more in a heartbeat are long gone. But during earnings time, big industrial issues like CSCO offer some upside value to the momentum crowd. The play here is to bet for or against an earnings-related share price move, which involves buying and holding the shares prior to the earnings release.

My prediction: Ongoing market strength could lead to a nice post-earnings jump in the price of CSCO shares. I'd play small here, but I'm leaning toward a long position with the goal of getting that bump and scalping some small profits.

eMagin Corp. (EMAN)

eMagin Corporation makes "OLED microdisplays," which is another way of saying that they're in the LED business. LEDs are used everywhere — on computers, TVs, watches, alarm clocks, and for dozens of other applications. Not coincidentally, shares of EMAN have been lighting up investor's accounts, rising rapidly from a \$1 to a recent 52-week high of \$9.31. EMAN currently sits at about \$8 per share.

My prediction: Shares of EMAN have been on an epic tear over the past year, but the company has already pre-announced earnings expectations for the quarter, which will be impacted by an operational slow-down due to equipment maintenance. I like EMAN long-term, but suspect that a weaker-than-hoped for quarterly report will lead to some lower-price consolidation. I'm leaning short.

Fonar Corporation (FONR)

FONR has always been a classic low-float special, momentum mover. It generally doesn't get much, if any attention, until other low float plays come into vogue — and this usually happens when market conditions are happy, like they are now. All you really need to know about FONR is that it has a Lilliputian-sized public float of 4.7 million shares and a history of quantum price leaps and drops.

My prediction: This one's a bit of a crap shoot, but I would monitor earnings closely, and look for buying interest to kick in prior to the announcement. Also keep track of other low-float issues, and if they also start to attract trading interest, it might be time to take a shot at FONR for a quick share flip.

Force Protection (FRPT)

In the wake of 09/11 and the Iraq War, FRPT was embraced by market participants as an up-and-coming defense contractor, in the right place at the right time, making ballistic-proof vehicles. After a series of dizzying ups and downs, the stock steadied above \$15 per share in 2007, almost hitting \$30 at one point that year. Since then, the only thing that's blown up at FRPT is its stock price, which currently rests at about \$4.50. Despite the fact that the company's sales fell by \$300 million last year, they managed to post a 2010 profit of .22 cents per share.

My prediction: Although short interest has waned, I wouldn't bet the house that things get much better at FRPT any time soon. Good earnings could trigger some momentum buying, but anything short of that will most likely keep the FRPT's share price pinned down in the under-\$5 foxhole for the foreseeable future.

Molycorp (MCP)

If you're a stock trader and you haven't heard of "rare earths," then perhaps you were traveling in interstellar space. Molycorp, a recent IPO, is the 800-pound-gorilla in the rare earth space, and as gorillas are wont to do, it's been eating up everything in its path — with shorts the main prey that MCP feeds on.

My prediction: Although it will be many moons before MCP is profitable, it's in a story stock sector, has a relatively small public float (43 million shares) and has already mined a massive coterie of disbelievers, with 9 million shares sold short. To make a long story short, I wouldn't want to be short MCP, especially in these ebullient market times. It's currently trading at \$73 and change, and is more volatile than Charlie Sheen, but don't be surprised to see MCP at \$100 or more this year. This one's risky though, and should not be played by inexperienced hands.

NetSol Technologies (NTWK)

NetSol Technologies is an oldie that occasionally turns into a goodie. The company makes software solutions for a variety of applications, with a focus on automobile leasing and financing. Although their earnings are slightly erratic, NTWK was profitable throughout 2010, but is trading at a very momentum friendly price of around \$1.75.

My prediction: I'd monitor this one closely as earnings approach. If NTWK can maintain a profitable trend, I wouldn't be surprised to see the share price accelerate fairly quickly, and actually hold at

higher levels. This one needs big volume to move, but I'm leaning long.

QuePasa (QPSA)

QuePasa is an online social networking company targeting the huge demographic of young Hispanics. What's happening with QuePasa stock is its typical pattern of major price swings up and down, It sports a tiny float of 11.9 million shares, short interest of almost 2 million shares, and the ongoing attention of momentum traders far and wide.

My prediction: If the markets continue to knock down and establish new multi-year highs, shares of QPSA may get lathered up, take aim at the \$10 mark and move higher from there, especially if earnings improve. That said, there's a reason why so many shorts have lined up against this company, which right now is money loser, so I would tread extremely carefully in QPSA's waters.

ZAGG Incorporated (ZAGG)

ZAGG makes and sells protective covers for computers and handheld electronic devices, including Apple (AAPL) products. Lately the trajectory of ZAGG's share price has sent shorts running for cover as well — and there are a heck of a lot of them. Almost 50% of ZAGG's relatively small 16.4 million share float has been sold short.

My prediction: If I was short ZAGG I would run for cover as quickly as possible. Only an earnings bust or a market meltdown could stop this potential juggernaut from taking flight. If you have a high tolerance for risk, I'd suggest betting long.

Disclosure: I have no positions in any stocks mentioned, and no plans to initiate any positions within the next 72 hours.

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