

PickensPlan

T. Boone Pickens Media Coverage 5.8.10-5.10.10

Total of 11 Placements

- Print: 3
- Blog/Online: 7
- Broadcast: 1

Coverage Summary:

The Las Vegas Sun published an op-ed by Pickens to coincide with his speech at the Alternative Fuels & Vehicles Conference on Sunday. The piece discusses steps Nevada is taking to make better use of alternative sources of energy and encourages the rest of the country to follow its lead.

Forbes posted a piece discussing Pickens' prediction on the price of oil. The piece includes video links to a previous interview Pickens did with Steve Forbes for Intelligent Investing and a new interview he did last week discussing the price of oil and natural gas.

Highlighted Placements (Full Articles Below)

- **Fueling Our Clean Energy Future** – *Las Vegas Sun* – 5/9/10
- **T. Boone Pickens Sees \$100 Oil At End Of 2010** – *Forbes.com* – 5/7/10
 - *Gurufocus.com*

Print Placements (Full Articles Below)

- **Energy Concerns Boost Interest In Natural Gas** – *The Times of Northwest Indiana* – 5/9/10

- **Reader's View: Be Wary Of Tax-Funded Wind Farm Boondoggle** – *Duluth News Tribune* – 5/8/10

Blog/Online Placements (Full Articles Below)

- **AFVI 2010: T. Boone Pickens Says V-Vehicles Will Someday Add Natural Gas To High-Mpg Model** – *Auto Blog* – 5/10/10
- **Fleet Managers Drive Latest Propane Offerings at Alternative-Fuel Vehicle Conference** – *School Transportation News* – 5/10/10
- **TribWeek: In Case You Missed It** – *Texas Tribune* – 5/8/10
- **BP Oil Spill** – *Cleantech Blog* – 5/8/10
- **Stealth Energy (SLH) Poised to Profit from Oil and Gas Properties** – *The OTC Investor* – 5/10/10

HIGHLIGHTED COVERAGE

Fueling Our Clean Energy Future – *Las Vegas Sun* – 5/9/10

By T. Boone Pickens

Not many states have the capacity to enjoy the benefits of alternative energy like Nevada. The sun shines. The wind blows. Major natural gas lines run right through Las Vegas, Carson City and Reno to supply the major population centers. And, as the *Las Vegas Sun* reported a year ago, “Nevada is poised to overtake California as the American geothermal energy leader.”

This self-sufficiency is becoming more and more important as the world begins to stir out of the global recession and the industrialized nations need oil to fuel their factories and run their cars and trucks.

The United States is far, far from Nevada’s self-sufficiency when it comes to oil. Month after month we import about two-thirds of the oil we use and 70 percent of that is used as transportation fuel.

Once again, in 2010, we are likely to spend close to \$400 billion on imported oil. That will not produce one single job in Nevada or anywhere else in the United States, but it will produce plenty of jobs in places like Iran and Nigeria.

We have more than 250 million light trucks, SUVs and cars. We have about 8 million heavy trucks — from refuse and recycling trucks to 18-wheelers. The day may come when light trucks and cars run on battery power. When that happens, the electricity which is produced by that wind, solar and geothermal energy will recharge your battery and let you drive from home to work and back again.

But that day isn't today and, in any event a heavy truck won't run on battery power. The only two fuels available today — or in the foreseeable future — are imported diesel and domestic natural gas. Heavy-duty trucks use approximately one-third of the oil we import as a transportation fuel.

Oil is selling on the world market for more than \$75 per barrel. The spill in the Gulf of Mexico will not have a long-term effect on prices but competition with other countries, especially China, will.

China's economy is growing at double-digit rates and the Chinese know they are going to need growing supplies of oil to fuel that growth. Over the past two years China has spent approximately \$175 billion on oil purchases and "loans for energy" deals to secure future oil production from countries like Iraq and Venezuela. Over the next decade the amount of oil available in the world for daily production will stabilize, then begin to decline. China has locked in its supplies. We will be at China's mercy.

Natural gas is cleaner than either gasoline or diesel. In fact, it is the cleanest of the hydrocarbon fuels, producing half of the greenhouse gases of gasoline and none of the particulate emissions common to diesel.

We have enough natural gas to last 200 years. Perhaps more. Recently developed drilling techniques have allowed us to safely recover the natural gas contained in the enormous shale deposits under Texas, Arkansas, Louisiana and Appalachia. Similar deposits are available for natural gas recovery in Canada. We have more than twice the amount of energy available in our natural gas reserves as Saudi Arabia claims to have in its oil reserves.

Because of the vast amount of natural gas available for recovery, the price has dropped to the point where it is about a third less than the cost of diesel on a gallon-equivalent basis. The argument that the refueling stations don't exist for a large number of natural gas vehicles (NGVs) doesn't apply to heavy trucks, school and municipal buses, express delivery trucks or any fleet which either goes home to the barn every night or, in the case of over-the-road trucks, tend to run the same routes on a regular basis. Private industry will handle that; no taxpayer money will be needed.

It is fitting that Las Vegas will host the Alternative Fuels & Vehicles Conference this week. It is a conference dedicated to moving our national fleets off dirty, imported foreign oil, and onto alternative sources, including clean, domestic natural gas.

Sen. Harry Reid, an original co-sponsor of the NAT GAS Act (S.1408 and H.R.1835), has been instrumental in assembling bipartisan legislation to help jump-start the NGV heavy-truck industry in the U.S. The NAT GAS Act provides the incentives for fleet owners to buy vehicles running on clean, domestic natural gas instead of vehicles running on imported gasoline or diesel.

We estimate that over the next five years the NAT GAS Act can help get approximately 236,000 clean natural gas trucks (heavy, medium and light-duty) on America's roads and augment the existing natural gas fueling infrastructure. This alone would help displace approximately 5 percent, or nearly 2 billion gallons, of diesel every year. Equally important, this program can create more than 600,000 direct and indirect jobs.

There are more than 11 million NGVs on the world's highways, but only 130,000 in the U.S. Reid is in a unique position to help get this important legislation passed in Congress and help begin to reverse our ever-growing dependence on foreign oil.

Nevada is doing its part to make the best use of alternative fuels. It is time that the rest of the nation catches up.

T. Boone Pickens is creator of the Pickens Plan and the founder and chairman of BP Capital, which has investments in natural gas and Clean Energy Fuels Corp., one of the largest providers of natural gas for transportation in North America.

T. Boone Pickens Sees \$100 Oil At End Of 2010 – *Forbes.com* – 5/7/10

By Alexandra Zendrian

When T. Boone Pickens, energy billionaire, last sat down with Steve Forbes to discuss oil and natural gas, among other things, he projected that oil would reach between \$80 and \$85 a barrel this year. (Watch ["The New Pickens Plan."](#)) Oil currently trades at a little less than \$80. We reached out to the energy billionaire to get his take on the energy market now.

In a recent video interview Pickens predicated his oil and natural gas predictions on whether or not the global economy continues to improve. (Watch ["Pickens' Oil Price Predictions"](#)). After the Dow recently dropped 998 points in a day allegedly based on fears of Greece's sovereign debt problems, that seems to be a rather big if. Pickens acknowledged that this is an if. "We have a problem in Greece, and the European Union is struggling right now," he said. "If everything slows down, then what I'm going to tell you probably won't happen."

For those who think the global economy will continue moving upward, Pickens says that \$100 oil is possible by the beginning of next year.

One of oil's energy counterparts, natural gas, on the other hand has been a dog lately at just under \$4 per thousand cubic feet (mcf). Pickens says this is because the U.S. has a vast oversupply of this commodity. "We have the cheapest natural gas in the world," he said, adding, "We have more natural gas than any other country in the world."

Typically oil and natural gas have a 10-to-1 ratio in price, Pickens explains. If that were the case, then natural gas would be \$8 per mcf. Pickens says that natural gas will return to its place in this ratio in the next four or five years.

PRINT COVERAGE

Energy Concerns Boost Interest In Natural Gas – *The Times of Northwest Indiana* – 5/9/10

By Bowdeya Tweh

Calumet City business owner Bob Wisz believes more people should pay attention to natural gas after the gasoline-price spike that happened in the summer of 2008.

In August of that year after seeing \$6,000-a-month fuel bills that season, he bought his first vehicle that could run on natural gas at his frozen pizza production company, Doreen's Pizza Inc.

Wisz admits there is still a bit of novelty to spending money to get or retrofit vehicles to run on natural gas, but the result for him has been real cash savings.

Currently, the company's vehicles refuel at a Northern Indiana Public Service Co. natural gas station in Hammond, and he paid the equivalent of \$1.50 per gallon of gasoline in late April. By contrast, the AAA Daily Fuel Gauge Report said Wednesday the average price for a gallon of regular unleaded gasoline in the Gary metropolitan area was \$3.05.

Soon, seven of the business' eight heavy-duty trucks and cargo vans will be able to run on natural gas.

"We're happy that we did it at this point," Wisz said.

Low cost, high supply

Walt Breitinger, owner of a commodities futures brokerage in Valparaiso, said energy price shocks in the mid-1970s and early 1980s helped generate increased popularity for natural gas to be used as fuel for automobiles and industry.

As a result of finding more extraction sources and developing technology to better capture natural gas, Breitinger said the production potential is perceived to be much larger now than in years past.

"There's been a major change in natural gas production in the last couple of years; a lot of the smaller producers have joined together, and there's been a lot more discoveries of fields," said Breitinger, who is also The Times' commodities columnist.

In June, a nonprofit group of technical experts on natural gas development, the Potential Gas Committee, said the country had the potential to recover 1,836 trillion cubic feet of natural gas onshore and offshore. The estimate was the highest in the committee's 44-year history.

The larger supplies are also helping keep the price of natural gas at cheaper levels.

Natural gas for June delivery traded at \$3.93 per million British thermal units May 6 on the New York Mercantile Exchange. In September, natural gas reached a low price of \$2.41 per million British thermal units, which was near a seven-year low.

The recent price peak for natural gas was \$13.69 per million BTUs in July 2008.

In addition to lower costs, the push for the country to be less dependent on crude oil from foreign nations and to reduce vehicle emissions also are driving interest in natural gas as a viable fuel source for vehicles. Carbon and particulate-matter emissions are a lot lower than petroleum motor fuels, said Jerry McDonald, CEO of Flatiron Power Systems, which hopes to gain a presence for more natural gas use in Northwest Indiana and the Chicago area.

Natural Gas Vehicles for America, a 20-year-old advocacy organization based in Washington, D.C., said there are more than 110,000 natural gas vehicles on roads in the U.S., and 11 million vehicles are operating worldwide. The group's goal is to develop a sustainable and profitable market for natural gas or hydrogen-powered vehicles.

Nearly 248.2 million were registered with state agencies in the United States in 2008, according to the Federal Highway Administration.

Doubts about gas growth

Contrary to what some companies are doing, NIPSCO spokesman Nick Meyer said the utility's fleet of compressed natural gas vehicles and equipment has decreased dramatically from 20 years ago. Issues with manufacturers cutting production of natural gas vehicles, a lack of available fueling centers and difficulties in converting vehicles to run on the fuel source helped drive the company's decision.

"We just weren't experiencing any of the savings," Meyer said. "It wasn't cost-effective ... when we started to go away from that. Essentially we've gotten out of the CNG (compressed natural gas) market."

NIPSCO continues to operate natural gas stations in the region, but Meyer said their use is limited. Although Meyer said the utility continues to evaluate all forms of energy-delivery technologies, NIPSCO doesn't have any immediate plans to increase its presence in managing compressed natural gas stations.

NIPSCO has a liquefied natural gas storage facility in La Porte, which is used to supplement supplies of natural gas delivered to homes and businesses.

Success in the business may be varied, but Denise McCourt, spokeswoman for the Natural Gas Vehicles for America, pointed to Detroit-based DTE Energy as a utility that was successfully able to spin off natural gas fueling stations into a separate business entity. However, she conceded there have to be enough business customers for the investment to make sense.

Gas Technology Institute engineer Ted Barnes said liquefied and compressed natural gas works best for companies that have fleet vehicles fueling at a same location every night and do a lot of driving.

Wisniewski said the knowledge to work with natural gas vehicles comes quickly, and the lack of fueling stations in the area is immediately apparent. He said retrofitting vehicles that run on gasoline or diesel fuel can also be a challenge.

Natural gas believers

Former oil industry executive and renewable energy advocate T. Boone Pickens has testified before Congress and appeared in television ads supporting a bill expanding and creating tax credits for buying, producing or maintaining a fleet of alternative energy vehicles.

Flatiron Power Systems CEO Jerry McDonald said he supports efforts in Washington to amend the tax structure making it cost-effective for businesses to invest in natural gas technologies.

The gas is being sought, because it burns cleaner than gasoline and is currently cheaper than the equivalent of a gallon of gas,

In March 2009, Dallas-based AT&T announced it would invest up to \$565 million to deploy more than 15,000 alternative-fuel vehicles in its fleet through 2019. More than half the vehicles would run on compressed natural gas. Using research from the Center for Automotive Research in Ann Arbor, Mich., it estimated the plan would save 49 million gallons of gasoline and reduce carbon emissions by 211,000 metric tons over the 10-year span.

The state of Indiana received a \$10.1 million federal grant in August, which in part will be used to retrofit Indiana Department of Transportation dump trucks to run on natural gas.

Reader's View: Be Wary Of Tax-Funded Wind Farm Boondoggle – *Duluth News Tribune* – 5/8/10

U.S. Interior Secretary Ken Salazar approved a \$2 billion project known as Cape Wind, which will place 130 turbines off the coast of Cape Cod. The project will receive heavy taxpayer subsidies and use the money to buy 130 turbines from Siemens of Germany. This boondoggle will require more money for transmission lines, backup gas plants and more.

Further west, T. Boone Pickens' giant wind farm plan for the Midwest is all but dead, and he is looking for places to dump the turbines he has on order from General Electric. Goodhue County, Minn., is in his sights. I suggest holding on to your wallet if he comes to the Iron Range.

Rolf Westgard, Deerwood

BLOG/ONLINE COVERAGE

AFVI 2010: T. Boone Pickens Says V-Vehicles Will Someday Add Natural Gas To High-Mpg Model – *Auto Blog* – 5/10/10

T. Boone Pickens returned to the AFVI stage to give the expo's opening talk about, surprise, natural gas and transportation. We'll have a report of that event up in a bit, but we got a chance to ask him a few questions about things he didn't speak about from the stage, including his involvement with the mysterious and possibly troubled V-Vehicles. Pickens told AutoblogGreen that, "I don't even keep up with that, someone else does." This isn't to say Pickens doesn't know anything about the company's plan to make efficient vehicles: he said V-Vehicles will be adding

natural gas powertrains in the future. "It's in their plans," he said. All he would say about the vehicle's design is that it looks, "all right."

Pickens' partner, Andrew Littlefair, the president and CEO of Clean Energy, was on hand once again and told AutoblogGreen that the years of work Pickens has done pushing natural gas have been paying off, if not exactly right away. Littlefair said:

The effects are things like AT&T announcing to do 8,000 vehicles. Two years ago, there was one heavy-duty truck, now there are seven different models. There were [natural gas] trash trucks in three states, now it's 12 trucks. Hundreds of stations have been built. There still needs to be more product, though.

The real expansion in using natural gas for transportation has taken place outside of the U.S., though. Littlefair said that the major automakers are selling a lot of models in Europe and South America, but the only passenger vehicle you can buy in the U.S. is the Honda Civic GX. Littlefair said:

In the last two-and-a-half years, we've gone from five million natural gas vehicles worldwide to 12 million, and we've seen an uptick here, too, but not that great. You can't base it all on looking on the OEMs, because our guys have been, frankly, out to lunch on it.

As for making a CNG hybrid, both Pickens and Littlefair think it's a bad idea.

You have a fuel that is cleaner, cheaper and domestic. Why do you want to go make it more expensive and put a battery with it? We have the Honda GX and in Europe there are 16 natural gas vehicles. We don't need to go try out something else. Just run it on natural gas. It's 130 octane, you can increase the pressure ratio and you got what you need.

Fleet Managers Drive Latest Propane Offerings at Alternative-Fuel Vehicle Conference –
School Transportation News – 5/10/10

WASHINGTON — At the Alternative Fuels & Vehicles National Conference & Expo 2010 in Las Vegas today, Roush Performance exhibited a 2010 Ford E-350 propane-fueled van that cuts carbon and particulate emissions while delivering the horsepower, the torque, and the towing capacity of the gasoline E-350.

The event, organized by the Alternative Fuel Vehicle Institute, kicked off with a presentation by T. Boone Pickens. Ford, General Motors, Honda, and Toyota unveiled their latest alternative fuel product offerings. The Propane Education & Research Council (PERC) is a sponsor of the conference.

Brian Feehan, vice president of PERC, spoke during a session called “The Gas Is Always Greener: Propane Transportation Solutions.” Representatives from Roush Performance, Ferrellgas, CleanFuel USA, AmeriGas Propane, and A-Z Bus Sales also spoke about the benefits of propane as an engine fuel, covering propane infrastructure, available vehicles, safety, and environmental impact.

More than 1,000 fleet managers, government officials, environment advocates, transportation suppliers, and students attended the conference to learn about the latest clean transportation choices. A ride-and-drive gave them a chance to get behind the wheel of vehicles that run on propane and other alternative fuels, while representatives from propane retailers were on hand to answer questions.

“With this conference, what happens in Vegas won’t stay in Vegas, as Americans are looking for clean transportation choices now more than ever,” said Feehan. “Propane offers an environment-friendly alternative to gasoline and diesel, increases energy security, and provides significant economic savings.”

Propane is used by millions of Americans for transportation, commercial, industrial, and agricultural applications. Up to 56,000 miles of pipeline, more than 6,000 retail dealer locations, and thousands of propane fueling stations across the United States make propane readily available. Propane is the only alternative fuel with fueling stations located in every state.

For more information about the conference, visit www.afvi2010.com. For more information about PERC and its programs, visit www.propanecouncil.org.

TribWeek: In Case You Missed It – *Texas Tribune* – 5/8/10

By Ross Ramsey

To the sound of drums and the sight of American flags, more than 25,000 people marched on Dallas City Hall Saturday in the latest episode in Texas' never-ending immigration saga. They pleaded, as did tens of thousands of other marchers at similar rallies across the country, for federal reform — on the heels of an Arizona law that many called a “police state” bill; in the midst of a turf war between Mexican narcotrafficantes; and against the backdrop of a reeling economy in which state services could face the ax.

As part of the Tribune's inaugural College Tour stop, Texas Land Commissioner Jerry Patterson and his Democratic opponent Hector Uribe sat down side by side on the Texas Tech University campus to talk about the fate of the Christmas Mountains, coastal erosion, long-term care for veterans and the portfolio of issues that each of them wants to manage for the next four years. And energy magnate T. Boone Pickens was there, too, and talked about wind and other renewables, how high the price of oil will go, how he'd grade Barack Obama's performance in office so far, and what it's like to lose \$2 billion in a single year.

Legal battle ahead: Lawsuits have already been filed over the oil spill in the Gulf of Mexico, with a range of plaintiffs, from shrimpers to resort owners, seeking damages from BP and other companies.

The health insurance plan for state employees will have a \$140.4 million shortfall next year — and that's the least of its problems. The projected shortfall for the two years after that is \$880

million, and it will take another \$476 million to replenish the legally required contingency fund. Steady and large increases in costs threaten to erode the program, leaving policymakers to consider cuts in benefits, to negotiate lower prices or to find vast amounts of new money.

If history is any guide, the Legislature will turn to accounting illusions to mask large portions of a budget shortfall of at least \$11 billion. Trouble is, such trickery is a bet on the economy roaring back to life — and that's no sure thing.

If you're wondering about the economic impact of the federal military base realignment and closure effort, look only as far as Texas, where two cities with shuttered bases are struggling to keep residents employed and spirits up, while one city with an expanded base is booming.

David Oshinsky, the Pulitzer Prize-winning author and University of Texas professor, whose latest book is a modern history of capital punishment in America, says he doesn't oppose the death penalty — but he believes it's scandalously implemented in Texas.

With health care reform expected to place up to 1 million more Texans on the state rolls in the next several years, experts predict a surge in the number of doctors who opt out of accepting Medicaid and Medicare patients, thanks to reimbursements well below private-payer rates.

Bill White, the Democratic nominee for governor, watched Rick Perry make mincemeat of Kay Bailey Hutchison in the GOP primary by painting a devastating picture of her before she could introduce herself to prospective voters. How to avoid the same fate? By travelling incessantly, trying to make himself known everywhere in Texas. By dismissing snippy press releases as interesting only to Austin insiders and pundits. By running bio ads on TV. In other words, by working the problem.

Two candidates hope to unseat Republican Party of Texas chair Cathie Adams at next month's state convention in Dallas. The biggest issue isn't their ideological differences — there are none. It's the effectiveness of the RPT in organizing voter support, and, to a lesser degree, how willing the GOP should be to reach across the aisle and seek common ground.

Aides to Gov. Rick Perry's re-election campaign have accused his Democratic challenger, Bill White, the former mayor of Houston, of running a "sanctuary city," where officers don't inquire about immigration status during routine patrols and investigations. But a comparison of Houston's policy under White and that of Texas DPS under Perry reveals little difference between the two — and their rationales are almost identical. If Houston is a sanctuary city, why isn't Texas a sanctuary state?

In November 2007, when the presidential campaign of U.S. Rep. Ron Paul, R-Surfside, raised more than \$4.2 million in a single day, the grassroots-fueled "money bomb" became part of the national political conversation. But while the tactic was in greater use this cycle, the underwhelming showing of candidates who employed it reveals its limitations.

BP Oil Spill – *Cleantech Blog* – 5/8/10

Barrons had an interesting take on biofuels from garbage:
<http://online.barrons.com/article/SB127327100968888619.html>

I have been following this movement for some time and there does seem to be an extraordinary amount of capital and brainpower going into this space. People talk a lot about ethanol and I am a big of ethanol, mostly because I like the constituency and channel to market it creates. More importantly, I am big fan of all of the other alternatives such as biofuels to garbage which has big proponents from Waste Management to others and Barrons claims that we might be able to get as much as 600,000 barrels a day of oil equivalent from this source. Not much compared to the almost 20,000,000 barrels a day that we use in the US alone.

Efficiency within existing ICE engines is another area we should focus on:

<http://www.fiafoundation.org/50by50/Pages/homepage.aspx>

My friends at BP think that for an extra \$4K per car you could reduce fuel usage by 50% within the next 4 years (typical auto planning cycle).

Electric Vehicles are a good choice as well:

<http://www.electrificationcoalition.org/>

For many applications, if you can put together the right financing you can achieve a lower cost per mile than diesel powered delivery vehicles today.

T Boone Pickens and others have talked about Natural Gas. With gas prices so low right now, there is some financial justification for this approach, particularly for heavy trucks -- where less incremental infrastructure is required.

<http://www.ngvc.org/pdfs/PotentialNGVs.pdf>

http://www.truckinginfo.com/news/news-detail.asp?news_id=70055

What the idea above show is that this will be a tough nut to crack, but on diversification arguments alone we should start the task of moving away from a largely oil based fuel future to one that diversifies away from oil.

Oh and it will be cheap and pay for itself in lower fuel and oil prices!

Jigar Shah

Carbon War Room

Stealth Energy (SLH) Poised to Profit from Oil and Gas Properties – *The OTC Investor* –
5/10/10

Stealth Energy, Inc. (SLH), an independent oil and natural gas producer operating in the same industry as companies like Chesapeake Energy Corporation (CHK) in the United States and Canadian Natural Resources Limited (CNQ) in Canada, is poised to profit from rising oil prices and bottoming natural gas prices with its promising portfolio of properties.

Stealth Energy, Inc. (SLH), an independent oil and gas production firm with properties in Wyoming and Montana, was incorporated in February 2006 with the objective of oil and gas exploration, development and production. The company intends to develop its own properties and acquire oil and gas properties primarily in the States of Montana and Wyoming.

Commodity Prospects Look Bright

Oil prices have already more than doubled from their 2009 lows to more than \$80 per barrel, while some analysts are calling a bottom in natural gas prices.

Oil prices have been rising due to a robust global economic recovery, led by demand recovery in the United States. Analysts like Goldman Sachs and T. Boone Pickens are predicting oil prices will reach \$95 in 2010 and Morgan Stanley predicts \$105 in 2012.

On the other hand, natural gas prices have been beaten down by the lack of demand and an excess supply to near all-time lows. In fact, the commodity is currently priced below the total cost of production, which should cause supplies to tighten, thereby increasing prices.

Official reports from the U.S. Energy Information Administration indicate that natural gas prices will average \$5.36 per Mcf in 2010 and rise to around \$6.12 per Mcf on average in 2011. Given the commodities approximate current price of \$4.00 per Mcf today, this represents a substantial move higher.

Finally, commodity markets as a whole could benefit from a possible inflationary environment in the U.S. due to the country's recent spending programs. Since commodities are priced in U.S. dollars, any drop in the value of the dollar leads to a rise in the price of commodities.

Stealth's Promising Properties

Stealth Energy's properties in Wyoming and Montana represent significant opportunities for shareholders to not only capitalize on these rising commodity prices, but also realize substantial value in the sheer volume of oil and gas contained within the properties themselves.

In Wyoming, Stealth owns an oil field covering approximately 1,200 acres on the infamous Teapot Dome, which has already produced more than 2.5 million barrels. Meanwhile, some experts believe that the property could contain some 7.5 million more barrels to be produced.

In Montana, Stealth has leased approximately 40,000 acres (62 sections) that it expects to begin drilling during the summer of 2010. Experts are also upbeat on this property, which was drilled for oil in the early 90's and upon finding natural gas instead, the wells were abandoned due to low commodity price and lack of pipeline. Using the information from those drilled wells, engineers estimated that the drilled section could contain reserves of 3 billion cubic feet of natural gas and the rest of the acreage could potentially have similar reserves.

With the Wyoming property already producing oil and production in Montana expected to come online within the next year, the company is well-positioned to take advantage of the anticipated rise in commodity prices. Stealth Energy, Inc. (SLH) is an excellent opportunity to simultaneously invest in oil and natural gas.

BROADCAST COVERAGE

1. Fox Business Morning

Fox Business Network, National | DMA: 0

05/10/2010, 05:00 AM - 06:00 AM

[CC] 00:02:27 Coming up on this final edition we'll talk with Glenn Beck, who is an I-Fave, n automatic best of Imus segment, whenever he's on and **T. BoonePickens**, the I-Man with the **Pickens** Plan. BP is on. Charles: BP! Imus: and everybody's favorite communist, paul begala.00:02:57

[CC] 00:20:19 Imus: when we return, **T. BoonePickens** on his **energy** plan for America and the **Pickens** Plan.00:20:46

[CC] 00:23:42 Best of Imus can be seen Saturdays and Sundays on the Fox Business Network, and time now for my conversation with **T. BoonePickens**. Welcome to the program, now, **T. BookPickens**, good morning, how are you. I'm supposed to call you **Boone**, how are you. Mr. Imus, good to see you. Imus: a friend of mine says to me on ts oil spill, he says, another one of your rich friends screwing the world up. I said, what? **BoonePickens**, I said, no. No. BP, British Petroleum, it is not **BoonePickens**. Imus: one time bp came to see me and I said the first thing we have to straighten out is you are using my name and I said it with a straight face and he said what are you talking about and I said **Boone Pickens**, and, you are using BP and I get nothing for it and he said, no, no, that is British Petroleum and then he realized I was teasing. Imus: what happened, do you know. It is a--An accident. Like an airplane. Well manned, good pilots, something goes wrong, accident, a lot of people are killed. Here, they were very, very close to having that well at a point where the Transocean rig was going to move of you of there and the completion rig would come on and apparently the gas bubble got back into the casing drill pipe and it was all over, on the surface, and, bad accident. Imus: these shut off valves, there has been criticism in the "Wall Street Journal" they didn't have an acoustic switch. But they were able to activate the switch and the ac-up switch, I don't understand why it didn't activate the blowout preventer, but it could be that, I mean, they were overwhelmed at the floor of the rig, and, whoever was responsible there are 2 or 3 switches they can get to, to activate the rams and I know a bit about it but not engh to get into it. Imus: don't they claim they activated it. They claimed they activated it. Don't they. Imus: it could have been they did and there was a failure in the blowout preventers. I don't know. Imus: you are here to talk about, not that, what. I don't know, what would you like? It is early in the morning. Imus: you always try to do good stuff, what I'm trying to do this is same thing the last time I was with you is an energy plan for America. And we're going to get one....00:26:50

[CC] 00:44:52 And I said one of my rich friends and he said yeah, Boone Pickens and i, that is not **BoonePickens**, it is British Petroleum. And this is where I agree with **BoonePickens**. Imus: I joined the **Pickens** Plan. He was on the show, wasn't he? He was in Washington and I saw him

when he was in town and it is fascinating to me a guy who made his, you know, some of his billions drilling for oil, is a natural gas guy and someone said he'll make lots of money off of this and I said god bless him, if he gets us off of Middle East oil I hope he makes all the money in the world. Imus: is everything else all right with you.00:45:44

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