

Jeff Clark

From: Fetterman, Pat [Glen.Fetterman@Infineum.com]
Sent: Friday, December 10, 2010 10:44 AM
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Subject: Unconfirmed minutes of our December 9, 2010 teleconference.

Participants –

Mike Alessi; Zack Bishop; Doyle Boese; Bob Campbell; Jeff Clark; Riccardo Conti; Mark Cooper; Pat Fetterman; Jim Gutzwiller; Jim Matasic; Jim Moritz; Jim Rutherford; Scott Richards; Greg Shank; Andy Ritchie; Tom Wingfield

Discussion –**T-12 bearings:**

Greg Shank reported that the bearing supplier has issued “a couple” of reports, but so far there is no root cause found for the bearing cracking problem. He also reported that the lead time for a new bearing batch is 10 to 12 weeks from the time we place an order...if we can identify a “fix” for the cracking. Based on this timing, Ken Goshorn has recommended that we consider use of the T-10 bearings in stock at TEI. This kicked off a discussion regarding the “pedigree” of the bearings at TEI, and several sets of data were circulated to the panel members either during or following the conference call.

It was decided to resume discussion of the bearings at the next teleconference which is set for 2 pm EST on Wednesday, December 15th, 2010. Greg and Ken will try to have the bearing supplier join this teleconference.

T-11:

The PC-9 HS fuel supplied to Afton appears to have been contaminated with iso-octane, but the source of the contamination is unknown. Bob Campbell reported that his PC-9 fuel tank has been emptied, and he is expecting a new supply of fuel on Monday. As soon as the fuel arrives, he will send a sample for overnight analysis and start his test pending the sample results.

There was a lengthy discussion regarding possible differences in PC-9 HS fuel batches, and Tom Wingfield agreed to supply a detailed break down of all batches and samples sent. Unfortunately, Tom cannot make the next call, but he agreed to supply the information to the panel before our next call on the 15th.

Respectfully submitted,
Pat