

Pilot Hole Cement Job- Lab Test of Truck Sample

The cement job was done per design but with a result of a flash cement set in the casing resulting in stuck drill pipe. The file KMDoe Can #5 Truck documents the test performed on the sample of cement taken from the truck on the job. A potentiometer failure during the test is the reason for the spike on the chart. The cement sample demonstrated normal properties and consistency during pumping tests.

Halliburton Email Record:

Here is the slurry data from the truck sample. The spike at the end is a potentiometer Failure. The slurry was taken from the machine at 1:55. The slurry was quite fluid and was typical of a slurry pumping at 25-30 BC. There was no spike in viscosity when stirring recurred after shut down.

Everybody after every job...

Bill Loughridge
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Todd, Here are the slurries we first pumped. I will send the data from location sample as soon as it finishes. Regards, Bill

Everybody after every job...

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From: Bill Loughridge
Sent: Wednesday, September 19, 2007 9:00 AM
To: David Parker
Cc: Randy Snyder; Doug Lewis; Douglas Magill
Subject: Kinder Morgan, Doe Canyon #5

Here are two reports for slurries applicable to the Doe Canyon #5. Procedures were: Bring the slurry up to 180 F in 20 minutes, let the machine be static for 10 minutes from 20 min to 30 min, return to stirring after the 10 min static time and stir to end of pump time.

If the cement had set during the 10 min static time then pin shear would have occurred and further stirring would not have been possible. Neither of these tests had pin shear and both continued to stir to end of pump time; 7b61 (lab pilot) for 1:15 and 7b62 (Bulk Plant sample) for 2:12. From this data I can only conclude that premature setting of the cement was not the problem.

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