ROBERT L. BAYLESS

P. O. BOX 168
FARMINGTON, NM 87499

FAX NO 1505) 326-6911 OFFICE NO (505) 326-2659

December 1, 1992

Oil Conservation Division 1000 Rio Brazos Rd Aztec, NM 87410

Attn: Diana Fairhurst

Re: Miguel Creek Field Step Rate Tests

SFPRR Nos. 41, 51, and 52

Dear Diana:

Attached is my record of our step rate test results for the captioned wells. Also attached are my plots of the data. The best fit lines through the data are as generated by my plotting package.

I would not attempt to debate the results of the tests on SFPRR Nos. 41 and 51. They are clear cut. However, I was hoping for higher injection rates for well No. 41. Maximum proposed rates and pressures for these wells are listed below:

| Well | Max. Press., PSI | Max BWIPD |
|------|------------------|-----------|
| 41 | 234 | 21 |
| 51 | 170 | 48 |

I would propose an allowable maximum injection pressure of 500 PSI for well No. 52. This would allow for a maximum injection rate of about 40 BWPD. Since we are injecting fresh water, and since this is an edge well with thinner reservoir, I think this is reasonable given the data as plotted.

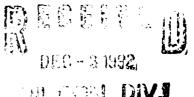
We have no record of fracture stimulations being done on any of the subject wells. This was a question Frank raised during our field work.

I will appreciate discussing this with you soon.

Sincerely,

Tom McCarthy Petroleum Engineer DEC - 3 1992

On COM. Co.



이번 COM. **DIV.** DIST. 3/ December 1, 1992

Conversion of SFPRR No. 41, 51 and 52 to Injection Mechanical Integrity and Step Rate Tests

Rig up injection pump and water truck on well No. 51. Tested pump; made 5.45 11/16/92 GPM. Pumped the following 15 minute steps:

| Step 0 | Sec. Per 5 Gal | Bypassed <u>GPM</u> | Down Hole GPM | Total <u>GPM</u> | Begin <u>PSI</u> 0 | End PSI Ø |
|-----------|-------------------|------------------------|------------------|---------------------|--------------------------|-----------------|
| 1 | 64 | 4.69 | .31 | 5.00 | 80 | 85 |
| 2 | 65 | 4.62 | .83 | 5.45 | 115 | 120 |
| 3 | 67 | 4.48 | . 97 | 5.45 | 139 | 144 |
| 4 | 75 | 4.00 | 1.45 | 5.45 | | 170 |
| 5 | 155 | 1.94 | 3.51 | 5. 45 | 200 | 220 |

Run Mechanical Integrity Test. Pressure test annulus to 300 psi for 30 minutes, held OK and passed test.

The Step Rate Test indicates a parting pressure of about 170 psi which was reached at an injection rate of 1.4 GPM (48 BWIPD).

Rig up injection pump and water truck on well No. 41. Tested pump; made 5.17 11/16/92 GPM. Pumped the following 15 minute steps:

| Step | Sec. Per <u>5 Gal</u> | Bypassed GPM | Down Hole GPM | Total <u>GPM</u> | Begin PSI | End <u>PSI</u> 70 |
|--------|--------------------------|-----------------|------------------|---------------------|--------------|-------------------------|
| Ø 1 | 60 | 5.00 | . 17 | 5.17 | | 115 |
| 2 | 62 | 4.84 | . 33 | 5.17 | 180 | 197 |
| 3 | 66 | 4.55 | . 62 | 5.17 | 220 248 | 235 255 |
| 4 5 | 105 420 | 2.86 .71 | 2.31 4.46 | 5.17 5.17 | 270 | 280 |
| J | 720 | • • • | | | | |

Run Mechanical Integrity Test. Pressure test annulus to 300 psi for 30 minutes, held OK and passed test.

The Step Rate Test indicates a parting pressure of 234 psi which was reached at an injection rate of .6 GPM (21 BWIPD).

Rig up injection pump and water truck on well No. 52. Run Mechanical Integrity 11/16/92 Test. Pressure test annulus to 300 psi for 30 minutes, held OK and passed test. Tested injection pump; made 5 GPM. Pumped the following 15 minute steps:

| Step 0 | Sec. Per 5 Gal | Bypassed <u>GPM</u> | Down Hole GPM | Total GPM | Begin PSI | End <u>PSI</u> 90 |
|-----------|-------------------|------------------------|------------------|--------------|--------------|-------------------------|
| 1 | 64 | 4.69 | .31 | 5.00 | 220 | 235 |
| 2 | 67 | 4.48 | .52 | 5.00 | 290 | 302 |
| 3 | 71 | 4.23 | .77 | 5.00 | 350 | 350 |
| 4 | 72 | 4.17 | .83 | 5.00 | 400 | 408 |
| 5 | 80 | 3.75 | 1.25 | 5.00 | 515 | 540 |
| 6 | 95 | 3.16 | 1.84 | 5.00 | 670 | 680 |

The Step Rate Test does not clearly indicate a parting pressure, however, the last rate recorded deviates considerably from the best fit line through the data. it may indicate a parting pressure of about 660 psi.

