

MULTIPOINT AND ONE POINT BACK PRESSURE TEST FOR GAS WELL

Type Test ☒ Initial ☐ Annual ☐ Special					Test Date	
Company Merrion & Bayless				Connection New Well		
Pool South Blanco				Formation Pictured Cliffs		Unit
Completion Date 10-5-80		Total Depth 3150'		Plug Back TD 3102'		Elevation 7375'
Casing Size 2-7/8"		WT. 6.5#/ft		d 2.441		Set At 3134
Perforations From 2990 To 3026		Well No. 2		Form or Lease Name Badland Flats		
Perforations From To		Unit 0		Sec. 24		Twp. 23N
Range 2W		County Sandoval		State New Mexico		
Type Well - Single - Broadhead - G.C. or G.O. Multiple Tubingless Completion				Packer Set At None		Baro. Press. - P _a 12.0
Producing Thru Casing		Reservoir Temp. °F #		Mean Annual Temp. °F		Meter Run 2"
L		H		Cg .650		% CO ₂
						% H ₂ S
						Prover
						Tap

FLOW DATA							TUBING DATA		CASING DATA		Duration of Flow
NO.	Prover Line Size	X	Orifice Size	Press. p.s.i.g.	Diff. h _w	Temp. °F	Press. p.s.i.g.	Temp. °F	Press. p.s.i.g.	Temp. °F	
1.	2"	X	1-1/4	22		60°			817		SIP
2.									22		3 hr.
3.											
4.											
5.											

RATE OF FLOW CALCULATIONS							
NO.	Coefficient (24 Hour)	$\sqrt{h_w P_m}$	Pressure P _m	Flow Temp. Factor Ft.	Gravity Factor Fg	Super Compress. Factor, F _{sp}	Rate of Flow Q, Mcfd
1	27.63		34	1.000	1.240	1.003	1168
2.							
3.							
4.							
5.							

NO.	P _r	Temp. °R	T _r	Z	Gas Liquid Hydrocarbon Ratio _____ Mcf/bbl.
1					A.P.I. Gravity of Liquid Hydrocarbons _____ Deg.
2.					Specific Gravity Separator Gas _____ X X X X X X X X
3.					Specific Gravity Flowing Fluid _____ X X X X X
4.					Critical Pressure _____ P.S.I.A. _____ P.S.I.A.
5.					Critical Temperature _____ R _____ R

P _c 829	P _c ² 687241	(1) $\frac{P_c^2}{P_r^2 - P_w^2} = 1.0130$	(2) $\left[\frac{P_c^2}{P_r^2 - P_w^2} \right]^n = 1.0110$
NO.	P _r ²	P _w ²	P _r ² - P _w ²
1	1156	94	8836
2			
3			
4			
5			

Absolute Open Flow 1181		Mcf/d @ 15.025	Angle of Slope 45
Remarks: Well produced gas with heavy spray of water			

Approved By Division	Conducted By:	Calculated By: John Anderson	Checked By: Steve Dunn, Engineer
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