

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
BUREAU OF LAND MANAGEMENT

FORM APPROVED  
Budget Bureau No. 1004-0135  
Expires: March 31, 1993

SUNDRY NOTICES AND REPORTS ON WELLS

Do not use this form for proposals to drill or to deepen or reentry to a different reservoir.

Use "APPLICATION FOR PERMIT -" for such proposals

SUBMIT IN TRIPLICATE

RECEIVED

1. Type of Well: ☐ OIL WELL ☒ GAS WELL ☐ OTHER

OCT 31 2005

2. Name of Operator  
CHEVRON USA INC

ODD-ARTEDIA

3. Address and Telephone No. 15 SMITH RD, MIDLAND, TX 79705 432-687-737

4. Location of Well (Footage, Sec., T., R., M., or Survey Description)  
Unit Letter K : 1650' Feet From The SOUTH Line and 1650' Feet From The

WEST Line Section 29 Township 24-S Range 26-E

5. Lease Designation and Serial No.

LC 065457

6. If Indian, Alottee or Tribe Name

7. If Unit or CA, Agreement Designation

8. Well Name and Number

WHITE CITY PENN GAS COM-1

2

9. API Well No.

30-015-24153

10. Field and Pool, Exploratory Area  
WHITE CITY PENN (GAS)

11. County or Parish, State

EDDY, NM

12. Check Appropriate Box(s) To Indicate Nature of Notice, Report, or Other Data

TYPE OF SUBMISSION

- ☐ Notice of Intent  
☒ Subsequent Report  
☐ Final Abandonment Notice

TYPE OF ACTION

- ☐ Abandonment  
☐ Recompletion  
☐ Plugging Back  
☐ Casing Repair  
☐ Altering Casing  
☒ OTHER: ADD PERFS TO MORROW  
☐ Change of Plans  
☐ New Construction  
☐ Non-Routine Fracturing  
☐ Water Shut-Off  
☐ Conversion to Injection  
☐ Dispose Water

(Note: Report results of multiple completion on Well Completion or Recompletion Report and Log Form.)

13. Describe Proposed or Completed Operations (Clearly state all pertinent details, and give pertinent dates, including estimated date of starting any proposed work. If well is directionally drilled, give subsurface locations and measured and true vertical depths for all markers and zones pertinent to this work.)

8-04-05: MIRU. 8-05-05: REPAIR CELLAR. 8-08-05: MIRU. LOAD CSG. DUG OUT CELLAR. SET PIPE RACKS. 8-09-05: REL PKR. CSG ON VAC. WORK PKR THRU TITE SPOT @ 9986. 8-10-05: RU SWAB. UNLOAD 357 JTS NEW 2 7/8" TBG. PU SPIRAL GRAPPLE, BMPR SUB, JARS & DC'S. PU 36 JTS 2 7/8" TBG. 8-11-05: TAG @ 10,383. WORK OVER TOF W/NO ROTATION. TOH TO 2060. 8-12-05: 4 PERF GUNS SPACED OUT W/TOTAL 6 JTS 2 3/8" TBG. ALL INTERVALS FIRED. RU TO RUN 2 7/8" TBG. TIH W/BIT, BIT SUB. TIH TO 9917. TAG TOL @ 8196. ROTATE THRU INTERVAL 9879-9919. TIH TO 10,164. 8-15-05: TIH W/PKR & SET @ 9903. PMP DN ANNULUS. LOAD BACKSIDE W/310 BFW. REL PKR. PULL 30 STRANDS, PKR ABOVE LINER TOP. 8-16-05: PULL TBG & PKR. PU CMT RET. TIH W/TBG & RET @ 9902. PMP 65 BBLS DN TBG. CLEAR CIRC. SET CIRC @ 9902. STING OUT OF RET. 8-17-05: WOC EQPT. 8-19-05: LOAD BACKSIDE, 176 BBLS TO CATCH, TEST TO 500#. BLEND DN TO 50# IN 90 SEC. APPLY 500# TO CSG. LOST PRESS DN TO 50# IN 90 SEC. PUMP DN TBG THRU CIRC. CAUGHT PRESS W/14 BBLS FW PUMP IN TO FORMATION. STING OUT OF CIRC. PRESS TEST TO 500#. DID NOT TEST. CIRC 20 BBLS. TIH W/TBG. PUSH RET DN TO 10413. CIRC @ 9838. PUMP THRU RET. SET @ 9838. STING OUT OF RET. 8-20-05: SQUEEZE ATOKA PERFS W/150 SX CL H CMT. REV OUT 33 SX CMT. STING OUT OF RET. REV OUT 72 BBLS FW. 8-22-05: TIH W/TBG 306 JTS. TAG @ 9835. 8-23-05: BREAK CIRC. DRILL 3' CMT ABOVE RET. DRILL OUT CIRC. DRILL FR 9838-10,020'. DRILL CMT FR 10,020-10,115. 8-24-05: DRILL FR 10,115-10,307. TEST CSG TO SURFACE @ 1000#-OK. DRILL 10,307-10,683. 8-25-05: TIH W/TBG. EOT @ 9893. DISPL W/4% KCL. PU NEW BIT & TIH W/DC'S, & TBG TO 9893. 8-26-05: TIH W/12 STANDS TBG. DRILL ON RET 10,683-10,869, 10,721, 10,746. CONTINUE IN HOLE TO 10,753. EOT @ 10,785. TIH W/TBG @ 11,229'. 8-29-05: TIH W/10K COMP BP. SET BP @ 11,000'. TIH W/TBG & PKR. SET PKR @ 10,922. TEST COMP PLUG TO 1000#. OK. LD 10 JTS. SET PKR @ 10,604. ESTABLISH INJ RATE INTO MORROW PERFS 10,764-10,770 @ 1000#. COULD NOT PUMP INTO. WALK PRESS TO 2000#. PRESS UP TO 2100#. PRESS PERFS TO 2000#. HOLD. LOST 200# IN 2 MIN. REL PKR. 8-30-05: PU SUB, TBG, PKR. SET PKR @ 10,604. APPLY 300# ON CSG X TBG ANNULUS. PERFS BROKE BACK @ 2800#. REL PKR. PU 5" CIRC. TIH W/TBG TO 7428. CIRC SET @ 10,604. 8-31-05: CIRC @ 10,601. PUMP THRU CIRC. SET CIRC @ 10,601. 9-02-05: SQZ PERFS @ 10,764-10,770 W/75 SX CL H CMT. STING OUT OF RET. REVERSE OUT. PU NEW BIT. TIH W/TBG @ 7500. 9-06-05: TAG CMT @ 10,595. FELL OUT OF CMT @ 10,749. TIH TO 10,817. 9-07-05: SET DN LOGGING TOOLS @ 10,940. RAN RAL FR 10,940-10,300. SET PKR @ 8255.

14. I hereby certify that the foregoing is true and correct

SIGNATURE Denise Pinkerton TITLE Regulatory Specialist DATE 10/28/2005

TYPE OR PRINT NAME Denise Pinkerton

(This space for Federal or State office use)

APPROVED

CONDITIONS OF APPROVAL, IF ANY:

TITLE

DATE

(CONTINUATION – WHITE CITY PENN COM UNIT 1 #2)

REL PKR. TIH W/TBG. SET PKR @ 10,413. REL PKR. TIH W/TBG @ 10,784. TITE SPOT IN CSG. MOVE PKR UPHOLE SET @ 10,779. REL PKR. TOH W/TBG ABOVE LINER TOP.

9-08-05: SET PKR @ 10,105. REL PKR. SET PKR @ 10,263. REL PKR. SET PKR @ 10,296. REL PKR. SET PKR @ 10,349. REL PKR. SET PKR @ 10,413. REL PKR. TOH W/TBG & PKR & LD. TIH W/COMP BP. SET PLUG @ 10,700.

9-09-05: TIH W/TBG & SET @ 10,674. REL PKR. SET PKR @ 10,286. REL PKR. SET PKR @ 9838. REL PKR. PU CICK. TIH W/TBG. LEFT SWINGING @ 5" LINER TOP.

9-12-05: TIH W/TBG, CICK @ 9838. CIRC 60 BBLs 4% KCL THRU RET. STING OUT OF CICK. REVERSE OUT. NOT ABLE TO MOVE FLUID. LD 52 JTS TBG.

9-13-05: TIH W/TBG. TAG @ 9837. DRILL OUT CICK IN 2 HRS 15 MIN. DRILL CMT TO 9851,9883,9915,9947,9979.

9-14-05: DRILL CMT FR 9979-10010,10042,10073,10104,10135,10165,10196,10228,10259,10290, 10322. FELL OUT OF CMT @ 10,325. DRILL OUT STINGERS TO 10,382. CONTINUE IN HOLE TO 10,413. TEST CSG TO 1000#-OK.

9-15-05: TIH W/TBG & PKR. SET PKR @ 8255. PRESS TEST FR 8255-10700, 1500#-OK, 2000#-OK, 2500#-OK,3000#-OK,3500#-OK. DN TO 3350# IN 6 MIN. REL PKR. TIH TO TOP OF LINER. DRILL OUT COMPOSITE PLUG @ 10,700'.

9-16-05: TIH W/TBG & TAG @ 10,625'. C/O CMT STRINGER FR 10625-10630. TIH TO 10661. TIH TO 10,678. WASH DN TO 10693. TBG PLUGGING OFF. TIH W/1 JT @ 10,674. TIH W/3 JTS BIT @ 10,818. TIH W/PKR & SET @ 10,584. TEST CSG FR 10584-11000. REL PKR.

9-17-05: UNLOAD MILL, PKR. TIH W/TBG TO TOL. RUN MILL INTO LINER.

9-20-05: TIH W/SEAL STEM & PKR.

9-21-05: TIH W/40 FINGER CALIPER TOOL SET @ 8500. SET CALIPER @ 8500. LOG FR 8500-8200.

9-22-05: PU PKR. TIH W/14 STANDS. RESET DC'S. TAG LINER TOP. PUH. SET PKR ELEMENTS 6' ABOVE LINER TOP, 8189. REL PKR.

9-23-05: TIH W/2 7/8" TBG. STING INTO 5" LINER. SET PKR. LINER TOP @ 8178. PKR ELEMENTS 3' 4" FROM LINER TOP.

9-26-05: ND TBG HEAD. NU CSG HEAD.

9-27-05: PU SEAL ASSEMBLY. TIH W/CSG, 180 JTS. LAND 5 1/2" CSG W/20,000#. SET SLIPS. RU RIG FLOW.

9-28-05: TIH W/TBG & TAG @ 8190. DRILL 10 MINUTES ON TIGHT SPOT @ 8190. FELL THRU TO 8200'. TIH TO 8100'.

9-29-05: TIH W/TBG. EOT @ 8100. PICKLE CSG W/1000 GALS 15% HCL. TIH W/TBG. SLEEVE HUNG UP @ 10,849. PUSH & DRILL DN TO 19,933'. CONTINUE PUSHING DOWN TO 11,065'. TIH W/TBG TO 11,252.

9-30-05: PU RBP & SET @ 51' FROM SURFACE. NU FRAC VALVE. TOH W/TBG & RBP. TIH W/CCL, GR. PERF 11,059-11,078. 80 HOLES. PERF 11,054-11,058,11006-11,010, 4 SPF, 40 HOLES. TOTAL OF 120 HOLES. TIH W/PKR. SPOT ACID ACR PERFS

10-01-05: TIH W/2 7/8" TBG. PU PKR. EOT @ 11,078. PKR @ 10,800. SET PKR OPEN BYPASS. PUMP 3.3 BBLs 15% ACID. FLUSH W/62.5 BBLs 4% KCL. REL PKR. TOH W/TBG & PKR. NU FRAC HEAD.

10-03-05: FRAC 11006-11078 W/17,283 GALS 4% J575, 28,000# 20/40 CARBOLITE SAND, CLEAR FRAC CO2 W/70 Q CO2. TIH W/GUAGE RING, WORK W/GUAGE RING WOULD NOT GO PAST 8200. TIH W/GR,CCL, COMP BP, WORK W/CBP, WOULD NOT GO THRU @ 8200. PUMP 5 BBLs 4% KCL DN CSG. RETRY CBP. WOULD NOT GO THRU @ 8200. TOH.

10-04-05: OPEN WELL. CHECK PRESSURE 1050#. OPEN TO FLOWBACK TANK ON 12/64 CHOKE.

10-05-05: SPOT COIL UNIT & CRANE. RU CTU. DISPL WTR IN COIL W/N2. TIH W/COIL & MILL. PUMP 300SCFM N2. TAG @ 8199.

10-06-05: MILL ON TIGHT SPOT @ 8199. TOH W/COIL, MILL. TIH W/COIL, MOTOR, STRING MILL, TAPERED MILL. TAG BTM. DRILL ON TIGHT SPOT. NO PROGRESS. TIH W/COIL & MILL TO 11,000. PULL UP HOLE TO TIGHT SPOT @ 8200. WORK THRU. MADE 3 PASSES. DISPLACE COIL.

10-07-05: TIH W/GUAGE RING TO 11,036. TIH & SET CBP @ 10,950. PERF 10,841-10,845, 10,816-10,820. PERF 10,805-10,810, 10,764-10,770. NU FRAC VALVE. BREAKDOWN PERFS 10,764-10,845.

10-10-05: TIH W/2 JTS 2 7/8" TBG. PICK UP AS PKR. TIH W/TBG @ 8300. FLOWING UP TBG. PUMP DN CSG. TIH W/TBG. SET PKR @ 10,861. REL PKR. SET PKR @ 10,706. PUMP 2% KCL DN TBG. PUMPING INTO PERFS. REL PKR. PULL 46 STANDS. PKR HANGING UP ALL THE WAY OUT OF 5" LINER.

10-11-05: FRAC W/412 BBLs CLEAN FLUID, 28000# 20/40 SAND, 156,000 TONS CO2 70Q. OPEN WELL TO TEST TANK.

10-12-05: RU COIL UNIT. DISPL W/N2 & 1/2 BPM 2% KCL. TAG COMP BP @ 10932. DRILL ON PLUG @ 750 SCFM.

10-13-05: DRILL ON PLUG N2 RT 700 SCFM. FELL THRU. CHASE PLUG HANGING UP @ 11,006, 11,064, 11,083, & 11,086. FELL OUT CHASE TO 11,300. PULL EOT @ 10,900. RUN COIL @ 11,000.

10-14-05: MOVE COIL UP HOLE @ 10,500. 200' ABOVE UPPER MORROW. TOH W/COIL.

10-17-05: LOGGING TOOLS NOT WORKING PROPERLY. RUN TRACER SURVEY. RIG DOWN WL. LOG SHOWS FRACS IN PERFS.

10-18-05: TIH W/GAUGE RING JUNK BASKET TO 10,900. PU WL ENTRY GUIDE, PROFILE PLUG & NIPPLE, PUP JT. TIH W/WL. WOULD NOT GO THRU LINER. REMOVE GAMMA. TIH W/WL. SHORTEN BHA BY 9'.

10-19-05: PU NIPPLE, PROF NIP W/PLUG, PUP JT. TIH W/WL & PKR. SET PKR @ 10,700. REM PACKOFFS ON 5 1/2" CSG. NU SPOOL.

10-20-05: RU ELEVATORS FOR 5 1/2" CSG.

10-21-05: CHANGE PIPE RAMS TO 5 1/2". TIH W/SPEAR. SPEAR CSG. PU ON CSG. REM SLIPS. PULL TOP JT ABOVE BOP. LD 9 JTS 5 1/2" CSG. REPLACE TBG LINE.

10-22-05: PU PROD TBG.

10-24-05: PU ON/OFF TOOL. TIH W/368 JTS TBG. CIRC PKR FLUID W/2% KCL.

10-25-05: LATCH ON PKR. TEST TBG. TIH W/PULLING TOOL. LATCH ON EQUALIZING PRONG. TIH W/PULLING TOOL. TIE IN WELL TO TEST UNIT. TURN WELL DN TESTER.

10-26-05: RIG DOWN. FINAL REPORT

Date	Daily Operations
04-AUG-2005	ROAD RIG & CREW TO LOCATION HSM, JSA'S SPOT RIG , RIG UP UNIT, CREW TRAVEL TBG X CSG ANNULUS 250#, BLED DOWN ALL AIR AND GAS FOR 1 HR, BLED DOWN TO 0# W/SLIGHT BLOW, WILL NIPPLE UP IN A. M.
05-AUG-2005	CREW TRAVEL HSM, JSA'S HSM , WELL CELLAR, SUNK IN GROUND CRACK UNDERNEATH RIG MAT, RIG DOWN UNIT, TBGXCSG ANNULUS 220# BLED DOWN IN 40 MINUTES W/SLIGHT BLOW DIRT WORK, PREPARE CELLAR, FROM RAINFALL,, WILL CONTINUE THROUGHTOUT WEEKEND TO REPAIR LOCATION, ( IF DRIES UP) CREW TRAVEL, LOAD TBG X CSG ANNULUS W/260 BBLs FW, TEST TO 1000#, BLED OFF TO 600# IN 2 MINUTES, BLED OFF RETEST , SAME RESULTS, NO CHANGE IN TBG,
08-AUG-2005	SUNDAY 8/7/05 MI BACK-HOE. BACK DRAG MUD FROM WH AREA. "WALK" AREA W/ BACK-HOE TO DRY AREA. BACK FILLED W/ DRY MATERIAL & PACKED. RE-SET RIG MAT. LOCATION READY TO RU PU. CREW TRAVEL HSM & JSA RU KEY ENERGY SERVICES RIG #321. SICP - 0 PSI. LOADED CSG W/ 1 BBL FW. SITP - 140 PSI. BLED OFF IN 30 SEC. DUG OUT CELLAR - IDENTIFIED 2 RISERS FROM 7 5/8" X 10 3/4" ANNULUS. SET PIPE RACKS. ND TBG HEAD - REMOVED 1 BOLT AND BEGAN 2ND (BOLTS TIGHT AND CORRODED). SECURED WELL. SDFN CREW TRAVEL 8/9/05 PLANNED OPERATION: USE NIPPLE-UP CREW TO ND WH & NU BOP.
09-AUG-2005	CREW TRAVEL HSM & JSA ONSITP & CP - 0 PSI. RU MONAHANS NU SERVICE UNIT. ND TBG HD - HAD TO HACKSAW 2 BOLTS. NU 7 1/16" 5M# DBL RAM HYD BOP & ANNULAR. TESTED BOP 300/1000 W/ REV UNIT PUMP. RU FLOOR & TBG TONGS. REL LOC-SET PKR. CSG ON STRONG VAC. RECOVERED WRAPAROUND ON FIRST TBG COLLAR. WORKED PKR THRU TIGHT SPOT @ 9986' W/ MAX 70M# PULL. POOH LD TOTAL 130 JTS PROD TBG. HAD 5-15M# INTERMITTANT DRAG FROM 9986' TO +/- 8500'. SECURED WELL. SDFN CREW TRAVEL. 8/10/05 PLANNED OPERATION: FINISH POOH. PICK UP FISHING BHA.
10-AUG-2005	CREW TRAVEL HSM & JSA ONSITP & CP - VAC. POOH LD 103 JTS 2 3/8" PROD TBG (TOTAL 233 JTS LD). FOUND SEVERE CORROSION ON TBG COLLARS #178, 207, 211, 216, 218 & 220. HEAVIER SCALE ON JTS #200-#210. JT #233 CAME WET. RU SWAB. SWABBED TBG TO CSG. FINISHED POOH LD TOTAL 322 JTS PROD TBG, ON/OFF TOOL, 1 JT TAIL PIPE & MECHANICAL TBG RELEASE SUB. JT ABOVE ON/OFF TOOL AND 6' PUP JT ABOVE IT WERE PLUGGED W/ SALT. RECOVERED PLUNGER AND SPRING ASSEMBLY ON TOP OF ON/OFF TOOL. UNLOADED & RACKED 357 JTS NEW 2 7/8" 6.5# N-80 EUE 8RD TBG. LOADED 323 JTS PROD TBG & SHIPPED TO MIDLAND PIPE YARD F/ INSPECTION. CHANGED PIPE RAMS TO 2 7/8". PU 4 1/8" OS DRESSED W/ 3 1/16" SPIRAL GRAPPLE, 3' EXT, BUMPER SUB, 3 1/8" HYD JARS & 4-3 1/8" DC'S. RIH PU 36 JTS 2 7/8" TBG. SECURED WELL. SDFN. CREW TRAVEL 8/11/05 PLANNED OPERATION: RIH TO FISH TCP ASSEMBLY.
11-AUG-2005	CREW TRAVEL HSM & JSA ONSITP & CP - 75 PSI - BLED OFF - ALL AIR. CONT RIH W/ FISHING BHA (OS, EXT, BMPR SUB, JARS & 4-3 1/8" DC'S) PU SLM 2 7/8" WS. TAGGED @ 10,383'. WORKED OVER TOF W/ NO ROTATION. PICKED UP 2-3M# ADD'L WT.

Well ID: EQ8592	Project No: 0	Rig: KEY RIG 321	State: NM	Twn: EDDY	Sec: 29	Rng: 26E	
Field: WHITE CITY	Lease: WHITE CITY PENN COM UNIT 1	Well No: 2	Rpt Date: 28-OCT-2005	Page: 1	of 13		

Date	Daily Operations																
	POOH TO 2060' W/ OS. SECURED WELL. SDFN CREW TRAVEL 8/12/05 PLANNED OPERATION: FINISH POOH, LD TCP ASSEMBLY & RIH W/ 4 1/4" BIT.																
12-AUG-2005	CREW TRAVEL HSM & JSA ONSITP & CP - 50 PSI - BLED OFF GAS TO STRONG BLOW. KILLED W/ 10 B FW. CONT PMPG 1/4 BPM DN CSG. POOH W/ 2 7/8" WS. LD FISHING BHA. LD TCP ASSEMBLY - 4 PERF GUNS SPACED OUT W/ TOTAL 6 JTS 2 3/8" TBG & 9 TBG PUP JTS. FULL RECOVERY. ALL INTERVALS FIRED. RU TO RUN 2 7/8" TBG JSA RIH W/ 4 1/4" BIT, BIT SUB & X-O ON 22 STDS 2 7/8" WS. TUBING TONGS BROKE DOWN. W/O PARTS. REPAIRED TONGS. RIH TO 9917'. (TAGGED TOL @ 8196' SLM) PU POWER SWIVEL. ROTATED & RECIPROCATED THRU INTERVAL 9879'-9919'. LD PWR SWIV. RIH TO 10,164'. POOH TO 8898'. SECURED WELL. SD F/ WEEKEND. CREW TRAVEL. 8/15/05 PLANNED OPERATION: POOH W/ BIT & RIH W/ 5" PKR.																
15-AUG-2005	CREW TRAVEL HSM, JSA'S, INSPECTION TP 30#, CP 75#, BLED DOWN, POOHW/TBG, BIT PICK UP 5" PKR, X-O, SN, RIHW/TBG, SET PKR @9903' PUMP DOWN ANNULUS LOAD BACKSIDE W/310 BBLS FW, PRESSURE TEST TO 500# LOST 50# IN 5 MINUTES, LOST TOTAL OF 100# IN 13 MINUTES, WORK AIR OUT OF ANNULUS, PRESSURE TEST TO 500# OK, RIG UP ON TBG PUMP DOWN TBG, 60 BBLS FW TO CATCH PRESSURE PUMP 1 BPM @900#, 1 3/4 BPM @1250#, SD PUMP WENT ON VACCUM RELEASE PKR, PULL 30 STANDS, PKR ABOVE LINER TOP SECURE WELL , SDFD CREW TRAVEL																
16-AUG-2005	CREW TRAVEL HSM, JSA'S TP & CP 0#, PULL TBG AND CST PKR, PICK UP CMT RETAINER, RIHW/TBG , RET @9902' PUMP 65 BBLS DOWN TBG, CLEAR CICR SET CICR @9902', PUMP THRU CICR, STING OUT OF RETAINER CIRCULATE HOLE W/FW, 80 BBLS TO LOAD, STING INTO CICR, TEST ANNULUS 500#, OK, PUMP THRU CICR 1 1/2 BPM 1200# SECURE WELL SDFD CREW TRAVEL NEXT OPERATIONS: SQUEEZE ATOKA PERFS																
17-AUG-2005	WAIT ON CMT EQUIPMENT																
18-AUG-2005	WAIT ON CMT EQUIPMENT																
19-AUG-2005	CREW TRAVEL HSM, JSA'S RIG UP SCHLUMBERGER, LOAD BACKSIDE, 176 BBLS TO CATCH, TEST TO 500# BLED DOWN TO 50# IN 90J SECONDS, APPLY 500# TO CSG. LOST PRESSURE DOWN TO 50# IN 90 SECONDS, PUMP DOWN TBG THRU CICR CAUGHT PRESSURE W/14 BBLS FW PUMP INTO FORMATION 1200# 1.7 BPM COMMUNICATED W/ANNULUS, STING OUT OF CICR PRESSURE TEST TO 500#, DID NOT TEST, CIRCULATE 20 BBLS CLEAN SEALS ON RETAINER, RIH CICR NOT @9902' RIHW/TBG, PUSH RETAINER DOWN TO 10413', LAY DOWN 18 JTS TBG POHW/TBG & SETTING TOOL, SHEAR SCREWS AND BUSHING ON SETTING TOOL BROKE PICK UP NEW WEATHERFORD CICR, RIHW/TBG , CICR @9838' PUMP THRU RETAINER, SET @9838', STING OUT OF RET., LOAD HOLE W/23 BBLS FW, STING INTO RET., TEST CSG 500# OK,																
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Date	Daily Operations
	PUMP THRU RET. 1300# 1 1/2 BPM, SECURE WELL, SDFD CREW TRAVEL
20-AUG-2005	CREW TRAVEL HSM, JSA'S RIG UP SCHLUMBERGER CMT LOAD AND TEST CSG 500# OK LEFT 500# ON CSG, ESTABLISH INJ RT THRU CICR, CAUGHT PRESSURE W/17 BBLs FW, PUMP 5 BBLs FW 2 BPM 1700#, SQUEEZE ATOKA PERFS W/150 SXS CLASS H CMT, 3%CC, 15.6 PPG, RT 2 BPM, MAX PRESS 2000#, FINAL PRESSURE 1950#, (117 SXS INTO RETAINER, 15' ON TOP OF RETAINER, REVERSE OUT 33 SXS CMT, HESITATE W/47 BBLs DISPLACEMENT GONE, BUMP TO 2000# LET SET IN 2 1/2 MINUTES DROPPED 200#, BUMP TO 2000#, LET SET IN 6 MINUTES LOST 196#, BUMP TO 2000# LET SET FINAL PRESSURE 1950# STING OUT OF RETAINER, REVERSE OUT 72 BBLs FW, 700-800# ON CSG, WASH UP, EQUIPMENT POHW/TBG & SETTING TOOL SECURE WELL, SD O/WKEND CREW TRAVEL 8/22/05: REPLACE BOP, PICK UP BIT DC'S
22-AUG-2005	CREW TRAVEL HSM, JSA'S ND, ANNULAR & BOP, BROKE PIN ON PIPE RAMS, NU NEW BOP AND ANNULAR TEST BOP, CASING 1000# OK, PICK UP 4 1/4 BIT, BIT SUB, 4 3 1/8 DC'S, TOP SUB, X-O, RIHW/TBG 306 JTS TAGGED @ 9835' RIG UP BIW RUBBER, PICK UP SWIVEL, SECURE WELL SDFD
23-AUG-2005	CREW TRAVEL HSM, JSA'S BREAK CIRCULATION, DRILL 3' CMT ABOVE RETAINER, DRILL OUT CICR CONTINUE DRILLING FROM 9838'-10020' SD DUE TO STORM (LIGHTENING) CONTINUE DRILLING CMT FROM 10020-10115', TEST CSG 1000# OK CIRCULATE HOLE ALLOW STORM TO PASS PULL 1 JT, SECURE WELL, SDFD CREW TRAVEL CONTINUE DRILLING CMT IN A.M.
24-AUG-2005	CREW TRAVEL HSM, JSA'S BREAK CIRCULATION, CONTINUE DRLG FROM 10115'-10307' TEST CASING FROM 10307 TO SURFACE, TEST @1000# OK CONTINUE DRLG FROM 10307-10683, RECOVERING CMT, @10683 BEGAN TORQUEING UP, RETURN LINES PLUGGING OFF, CIRCULATE HOLE CLEAN RECOVERING, CMT, METAL SHAVINGS, RUBBER, LAY DOWN SWIVEL PULL 12 STANDS, TEST CSG 1000#, OK SECURE WELL SDFD CREW TRAVEL
25-AUG-2005	CREW TRAVEL HSM, JSA'S RIHW/TBG, EOT @9893' DISPLACE HOLE W/4% KCL PREPARE TO PULL TBG, ND BIW RUBBER POHW/TBG, DC'S, BIT PICK UP NEW 4 1/4 BIT, TIHW/DC'S, TBG, EOT 9893'

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Date	Daily Operations
	SECURE WELL , SDFD CREW TRAVEL
26-AUG-2005	CREW TRAVEL HSM, JSA'S RIHW/TBG 12 STANDS,, PICK UP SWIVEL, NU BIW RUBBER BREAK CIRCULATION CONTINUE DRLG ON RETAINER FROM 10683'-10869', RECOVERING RUBBER, METAL, BRASS DRLG FROM 10689-10721', RECOVER CMT, METAL, ( 10714 FELL) DRLG FROM 10721, FELL OUT @ 10746', CONTINUE IN HOLE TO 10753' PICK UP 1 JT RIH DID NOT SET DOWN, EOT @10785' CIRCULATE HOLE CLEAN, RECOVERING METAL, CMT LAY DOWN SWIVEL, ND BIW RUBBER RIHW/TBG @11229' LAY DOWN 6 JTS, POOHW/TBG, DC'S, BIT, KEEPING HOLE LOADED W/4% KCL, ( NO CHANGE IN WELLBORE, DID NOT GO ON VACCUM OR HAD ANY PRESSURE. SECURE WELL, SD OVER WKEND CREW TRAVEL
29-AUG-2005	CREW TRAVEL HSM, JSA'S SPOT HALLIBURTON W.L, HSM RIG UP WL RIHW/10K COMP. BP, LOSING POWER TO E-TOOLS, TOH, REPAIR RIHW/WL & 10K COMP. BP, SET BP @11000', TOH, RIG DOWN HALLIBURTON WL PICK UP 5" CST PKR, RIHW/TBG SET PKR @10922' TEST COMP PLUG 1000# OK LAY DOWN 10 JTS SET PKR @10604' LOAD CSG APPLY 500#, BEGIN TO ESTABLISH INJ RT INTO MORROW PERFS 10764-10770, @ 1000# COULD NOT PUMP INTO, WALK PRESSURE TO 2000# COULD NOT PUMP INTO PERFS, PRESSURE UP TO 2100# COULD NOT PUMP INTO, PRESSURE PERFS TO 2000# HOLD LOST 200# IN 2 MINUTES. RELEASE PKR, TOHW/90 STANDS RELEASE PKR, TOHW/90 STANDS, SDFD CREW TRAVEL WILL REPLACE PKR W/AS 10K, AND ATTEMPT TO PUMP INTO PERFS, POSSIBLY SPOT ACID ACROSS PERFS @10764-10770
30-AUG-2005	CREW TRAVEL HSM, JSA'S FINISH POHW/TBG, CST PKR PICK UP 10' SUB, 5 JTS 2 7/8 TBG, AS 10K PKR, RIHW/TBG, SET PKR @10604' RIG UP KILL TRUCK, TEST LINES, APPLY 300# ON CSG X TBG ANNULUS, PUMP DOWN TBG 1 BBL TO LOAD, PERFS BROKE BACK @2800#, 3/4 BPM 2800#, 1 BPM @3000# , PUMP 6 BBLs INTO @ 1 BPM 3000#, SD, IN 2 MINUTES PRESSURE DOWN TO 2000#, RIG DOWN KILL TRUCK RELEASE PKR, TOHW/TBG, PKR, LAY DOWN 5 JTS TBG, AND 10' SUB PICK UP 5" CICR, RIHW/TBG TO 7428', SECURE WELL, SDFD CREW TRAVEL CONT. IN HOLE W/CICR, SET @10604' IN A.M.
31-AUG-2005	CREW TRAVEL HSM, JSA'S CONTINUE RIHW/TBG, CICR @10601' RIG UP SWIVEL, PUMP THRU CICR, SET CICR @10601', TEST TBG @ 1000# OK, TEST CSG @500# OK, SECURE WELL, SD (FRIDAY? SQUEEZE) CREW TRAVEL
01-SEP-2005	STANDBY , SQUEEZE

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CREW TRAVEL  
HSM, JSA'S  
RIG UP SCHLUMBERGER, TEST LINES, APPLY 380# ON CSG, ESTABLISH INJ RT 1 BPM @2900#, BLEED PRESSURE, STING OUT OF RETAINER, BREAK CIRCULATION, PUMP 5 BBLS FW, SQUEEZE PERFS @ 10764-10770 W/75 SXS CLASS H CMT, MAX PRESS 4000#, 1 BPM, FINAL PRESSURE 3320#. SQUEEZE AS FOLLOWS  
5 BBLS FW, 16 BBLS CLASS H, 5 BBLS FW, 35 BBLS 4%KCL, STING INTO RETAINER  
CONTINUE W/DISPLACEMENT 1 BPM 2200#, CMT @ RETAINER 2258#, CMT @ TOP PERF 2300#, 53.6 BBLS FLUSH GONE 2900#  
BROKE BACK TO 2460#  
58 BBLS FLUSH GONE SD, HESTITATION SQUEEZE PRESSURE @ 2155#, PUMP 1 BBL FLUSH INTO PERFS 2723#, SD WAIT 10 MINUTES PRESSURE @2163#, PUMP 1 BBL FLUSH PRESSURE @2820#, SD WAIT 10 MINUTES PRESSURE @2322#, PUMP INTO PERFS WORK TO 3200#, BLED TO 3000#, WORK PRESSURE UP TO 3200#, WORK PRESSURE TO 3320# HELD, STING OUT OF RETAINER, REVERSE OUT, RECOVER 2 BBLS CMT, RIG DOWN SCHLUMBERGER  
LAY DOWN 4 JTS, POHW/TBG, SETTING TOOL  
PICK UP NEW 4 1/4 BIT, RIHW/DC'S, TBG, @7500', SD OVER HOLIDAY  
CREW TRAVEL

06-SEP-2005 CREW TRAVEL  
HSM, JSA'S  
CONTINUE, RIHW/TBG  
RIG UP BIW RUBBER, PICK UP SWIVEL  
BREAK CIRCULATION, TAG CMT @10595', DRILL OUT CICR, CONTINUE DRILLING CMT, FELL OUT OF CMT @10749', RIH TO 10817'  
CIRCULATE HOLE CLEAN, TEST CSG 1000# OK  
LAY DOWN SWIVEL, ND BIW RUBBER  
POOH/TBG, DC'S, BIT,  
SECURE WELL, SDFD  
CREW TRAVEL

07-SEP-2005 CREW TRAVEL  
HSM, JSA'S  
RIG UP HALLIBURTON WL  
PICK UP LOGGING TOOLS TIH SET DOWN @10940'  
LOG (RAL) FROM 10940-10300', GOOD CMT BEHIND PIPE, TOHW/WL, RIG DOWN  
PICK UP 5" AS 10K PKR, RIHW/TBG, SET PKR @8255',  
RIG UP KILL TRUCK, APPLY 600# ON TBGXCSG ANNULUS, PUMP DOWN TBG TEST 8300'-11000', PRESSURE @2000# OK, WORK PRESSURE TO 2700# STARTED PUMPING INTO 1/4 BPM, 2700#, SD PUMP BLED DOWN TO 2450#.RIG DOWN KILL TRUCK, BLED PRESSURE OFF  
RELEASE PKR RIHW/TBG SET PKR @10413',  
APPLY 600# ON TBG X CSG ANNULUS, PUMP DOWN TBG TEST 10413-11000', WORK PRESSURE TO 4000# BLED DOWN TO 2600# IN 10 MINUTES, BLED PRESSURE  
RELEASE PKR, RIHW/TBG @10784' TIGHT SPOT IN CSG, MOVE PKR UPHOLE SET @10779', TEST FROM 10779-11000' TO COMP. BP, APPLY 600# ON TBG CSG ANNULUS, WALK PRESSURE ON COMP BP TO 3500# HELD OK, BLED PRESSURE OFF CSG AND TBG, RIG DOWN KILL TRUCK  
RELEASE PKR, TOHW/TBG ABOVE LINER TOP,  
SECURE WELL SDFD  
CREW TRAVEL  
IN A.M. , SEARCH FOR LEAK FROM 8255-10388'

08-SEP-2005 CREW TRAVEL  
HSM, JSA'S  
RIHW/TBG SET PKR @10105',  
APPLY 600# ON TBG X CSG ANNULUS, PRESSURE UP ON TBG, TEST FROM 10105'-1100', BEGAN PUMPING INTO PERFS @2700# 1/4 BPM., SD PUMP, BLED DOWN TO 2360# IN 3 MINUTES, BLEED OFF PRESSURE  
RELEASE PKR, RIHW/TBG SET PKR @10263', APPLY 600# ON TBG X CSG ANNULUS, PUMP DOWN TBG TEST FROM 10263'-11000', STARTED PUMPING INTO PERFS @2600# 1/4 BPM, SD PUMP, BLED OFF TO 2350# IN 3 MINUTES, BLED OFF PRESSURE  
RELEASE PKR, RIHW/TBG SET PKR @10296', APPLY 600# ON T X C ANNULUS, PUMP DOWN TBG TEST FROM 10296-11000', PUMP INTO PERFS @2650# 1/4 BPM, BLED OFF TO 2320# IN 3 MINUTES, BLED OFF PRESSURE  
RELEASE PKR, RIHW/TBG SET PKR @10349', APPLY 600# ON T X C ANNULUS, PUMP DOWN TBG TO TEST FROM 10349-11000', PRESSURE UP TO 3000#, SD PUMP, BLED OFF TO 2450# IN 5 MINUTES, 2320# IN 10 MINUTES, BLEED OFF PRESSURE, RELEASE

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	PKR RIHW/TBG, SET PKR @10413', APPLY 600# ON T X C ANNULUS, PUMP DOWN TBG TEST FROM 10413-11000', PRESSURE TO 3000#, SD PUMP, PRESSURE BLED OFF IN 5 MINUTES TO 2500#, DOWN TO 2350# IN 10 MINUTES, BLED OFF PRESSURE, RIG DOWN KILL TRUCK ( 1/4 BPM 2700# LEAK BETWEEN 10296-10349') RELEASE PKR, TOHW/TBG, PKR, LAY DOWN PKR RIG UP HALLIBURTON WL, RIHW/5" 10K COMP BP, SET PLUG @10700', TOHW/WL RIG DOWN HALLIBURTON WL, SECURE WELL SDFD CREW TRAVEL
09-SEP-2005	CREW TRAVEL HSM, JSA'S PICK UP 5" AS 10K PKR, RIHW/TBG SET @10674', RIG UP KILL TRUCK, APPLY 600# ON T-C ANNULUS, PUMP DOWN TBG TEST COMP BP, PRESSURE @4000#, BLED DOWN TO 3400# IN 10 MINUTES, BLEED OFF PRESSURE RELEASE PKR TOH LAYING DOWN TBG SET PKR @10286', 600# ON T-C ANNULUS, PUMP DOWN TBG ESTABLISH INJ RT 1 BPM 2850#, SD PUMP BLED DOWN TO 2350# IN 5 MINUTES , BLEED OFF PRESSURE RELEASE PKR, TOH LAYING DOWN TBG SET PKR @9838', 600# ON T-C ANNULUS, PUMP DOWN TBG ESTBLISH INJ RT 1 BPM 2700#, SD PUMP, PRESSURE BLED DOWN TO 2350# IN 5 MINUTES, BLEED OFF PRESSURE, RIG DOWN KILL TRUCK RELEASE PKR TOHW/TBG & PKR PICK UP CICR, RIHW/TBG LEFT SWINGING @ 5" LINER TOP SECURE WELL , SD O/WKEND CREW TRAVEL
12-SEP-2005	CREW TRAVEL HSM, JSA'S RIHW/TBG, CICR @9838', RIG UP SCHLUMBERGER CIRCULATE 60 BBLS 4% KCL THRU RETAINER APPLY 500# ON CSG, TEST TREATING LINES, OK ESTABLISH PUMP RT 1.2 BPM 2950#, @ 10:00AM. PMP 3 BBLS FW AHEAD 100SXS CLASS H CMT PRESSURE @ 1653#, FLUSH 48.5 BBLS PRESSURE @3650# BROKE BACK TO LEVEL OFF @1593#, HESITATION SQUEEZE, PRESSURE @1593#, PUMP 1 BBL FLUSH PRESSURE @2850, SD PRESSURE FELL BACK TO 1671#, PUMP 1/2 BBL PRESSURE UP TO 3500# SD PUMP, PRESSURE FELL BACK TO 2888#, BUMP PRESSURE TO 3529#, SD, STING OUT OF CICR REVERSE OUT, NOT ABLE TO MOVE FLUID, SWITCH TO CONVENTIONAL NO SUCCESS, NOT ABLE TO MOVE FLUID, RIG DOWN SCHLUMBERGER, (6 BBLS IN TBG 30 SXS, 1123') POHW/TBG, PULLING WET STRING, SD DUE TO LIGHTENING SD CONTINUE POHW/TBG, GOT TO CEMENTED TBG LAY DOWN 52 JTS CEMENTED TBG, 1650', SECURE WELL,, SDFD CREW TRAVEL
13-SEP-2005	CREW TRAVEL HSM, JSA'S PICK UP NEW 4 1/4 BIT, 6 ADDITIONAL 3 1/8 DC'S, RIHW/TBG, 127 STANDS, PICK UP 51 JTS FROM RACK, UNLOAD 50 JTS 2 7/8 L-80 TBG, LOAD 52 JTS 2 7/8 JTS NU BIW RUBBER, RIG UP SWIVEL, BREAK CIRCULATION TAG @9837', DRILL OUT CICR IN 2 HRS 15 MINUTES, CONTINUE TO DRILL TO 9851' DRILL CMT FROM 9851'-9883' DRILL CMT FROM 9883-9915' DRILL CMT FROM 9915-9947' DRILL CMT FROM 9947-9979' CIRCULATE HOLE CLEAN, SECURE WELL SDFD CREW TRAVEL
14-SEP-2005	CREW TRAVEL HSM, JSA'S BREAK CIRC., DRILL FROM 9979-10010' DRILL CMT 10010-10042 DRILL CMT 10042-10073' DRILL CMT 10073-10104'

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	SD TO SERVICE RIG 45 MINUTES, WTR PUMP ON SWIVEL WENT OUT, REPLACE CONTINUE DRILLING FROM 10104-10135' DRILL CMT 10135-10165' DRILL CMT 10165-10196' DRILL CMT 10196-10228' DRILL CMT 10228-10259' DRILL CMT 10259-10290' DRILL CMT 10290-10322' DRILL CMT FELL OUT OF CMT @10325', DRILL OUT STINGERS TO 10382', CONTINUE IN HOLE TO 10413', CIRCULATE HOLE CLEAN, RIG DOWN SWIVEL TEST CASING 1000# OK ND BIW RUBBER, LAY DOWN 1 JT, POHW/40 STANDS, SECURE WELL, SDFD CREW TRAVEL																
15-SEP-2005	CREW TRAVEL HSM, JSA'S FINISH POHW/TBG, DC'S, BIT PICK UP 5" AS 10K PKR, RIHW/TBG, SET PKR @8255' RIG UP KILL TRUCK, APPLY 600# ON T-C ANNULUS PRESSURE TEST FROM 8255-10700', 1500# OK, 2000# OK, 2500# OK, 3000# OK, @3500# DOWN TO 3350# IN 6 MINUTES, 3225# IN 8 MINUTES, 3050# IN 15 MINUTES, BLEED OFF PRESSURE, RIG DOWN KILL TRUCK RELEASE PKR , TOHW/TBG, PKR, LAY DOWN PKR RIHW/4 1/4 BIT, DC'S, TBG, TO TOP OF LINER SECURE WELL, SDFD CREW TRAVEL DRILL OUT COMPOSITE PLUG @10700' IN A.M.																
16-SEP-2005	CREW TRAVEL HSM, JSA'S, RIG INSPECTION CONTINUE RIHW/TBG, TAG @10625' NU BIW RUBBER, RIG UP SWIVEL BREAK CIRCULATION, CLEAN OUT CMT STRINGER FROM 10625'-10630', CONTINUE IN HOLE TO 10661' CONTINUE IN HOLE FROM 10661-10678', ON COMP BP, WASH DOWN TO 10693' TBG PLUGGING OFF, CIRCULATE HOLE RUN IN HOLE W 1 JT @10674', RIG DOWN SWIVEL, ND BIW RIHW/3 JTS BIT @10818' TOHW/TBG, DC'S, BIT PICK UP 5" AS PKR, RIHW/TBG, SET PKR @10584' RIG UP KILL TRUCK, APPLY 600# ON T&C ANNULUS, PRESSURE UP ON TBG TEST CSG FROM 10584-11000', WALK PRESSURE UP 1500#-2000-2500#-3000# FINAL MAX PSI 3350#, IN 5 MINUTES 3150#, IN 10 MINUTES 3000#, IN 15 MINUTES 2925#( HAD SLIGHT DRIP ON SURFACE), BLEED PRESSURE OF TBG AND CSG, RELEASE PKR, TOHW/TBG, ABOVE LINER TOP, SECURE WELL, SD O/WKEND CREW TRAVEL																
19-SEP-2005	CREW TRAVEL HSM, JSA'S UNLOAD, MILL, PKR TBSA, FINISH POHW/TBG, PKR PICK UP PMA, RIHW/TBG TOP OF LINER RIG UP SWIVEL, NU BIW, BREAK CIRCULATION RUN MILL INTO LINER DRESS PBR , CIRCULATE CLEAN RIG DOWN SWIVEL, ND BIW RUBBER POOHW/TBG, MILL. LAY DOWN MILL, ( HAD MARKS ON CLEAN OUT MILL BEING INSIDE PBR) DIG OUT WELLHEAD,, SECURE WELL SDFD CREW TRAVEL RUN TIE BACK EQUIP, IN A.M.																
20-SEP-2005	CREW TRAVEL																
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	<p>HSM, JSA'S</p> <p>PICK UP 5 1/4 OD SEAL STEM W/4 SETS SEALS, 7 5/8 TSP W/15' TIE BACK, MAKE READY TO RIH</p> <p>RIHW/SEAL STEM &amp; PKR, PICK UP 20 4 3/4 DC'S</p> <p>RIHW/TBG, LAND SEAL STEM</p> <p>LOAD TBG X CSG ANNULUS, ATTEMPT TO PRESSURE UP CIRCULATE THRU TBG, PICK UP SET DOWN 1-2 PTS ROTATE 1/2 TURN</p> <p>DID NOT FALL SET DOWN 10 PTS, PRESSURE UP ON T&amp;C ANNULUS CIRCULATE FLUID, PICK UP OFF BTM SET DOWN 3 PTS ROTATE</p> <p>SET DOWN 25 PTS, PRESSURE UP ON T&amp;C ANNULUS FLUID CIRCULATED</p> <p>POHW/TBG, DC'S, PKR SEAL STEM, LAY DOWN TIE BACK ASSEMBLY, SIDE OF MULESHOE HAD SCRATCHES .73 UP 1 1/2" WIDE,</p> <p>UNDERNEATH HAD SCRATCH MARKS 3" LONG ON BTM LIP,</p> <p>SECURE WELL, SDFD</p> <p>CREW TRAVEL</p>
21-SEP-2005	<p>CREW TRAVEL</p> <p>HSM, JSA'S</p> <p>HALLIBURTON LOGGING TRUCK ON LOCATION BROKE DOWN, ( APOLLO TO COME OUT RUN LOG)</p> <p>WAIT ON LOGGING TRUCK</p> <p>HSMW/APOLLO</p> <p>RIG UP APOLLO LOGGING TRUCK, RIHW/40 FINGER CALIPER TOOL, SET @8500', TOOL NOT OPERATING, POOH, REPAIR TOOL,</p> <p>RIH SET CALIPER @8500', LOG FROM 8500'-8200', LOG SHOWING UNIFORM ID ON 5" LINER, @ TOP OF LINER LARGER ID FOR</p> <p>8-9" IN LENGTH, RIG DOWN WL TRUCK</p> <p>SECURE WELL SDFD</p> <p>CREW TRAVEL</p>
22-SEP-2005	<p>CREW TRAVEL</p> <p>HSM, JSA'S</p> <p>PICK UP 7 5/8 CST PKR, RIHW/14 STANDS</p> <p>RESET 4 3/4 DC'S</p> <p>CONTINUE IN HOLE W/TBG, TAG LINER TOP, PULL UP HOLE SET PACKER ELEMENTS 6' ABOVE LINER TOP, 8189'</p> <p>RIG UP KILL TRUCK, APPLY 500# TBG X CSG ANNULUS, TEST FROM PKR @8189, LINER TOP TO COMP BP @11000', PRESSURE</p> <p>TEST TO 1500# OK, 2000# OK, 2500# OK, 3000# OK, 3370# BLED DOWN TO 3260# IN 5 MINUTES 3220# IN 10 MINUTES,</p> <p>3160# IN 15 MINUTES, BLEED OFF PRESSURE, RIG DOWN KILL TRUCK</p> <p>RELEASE PKR, TOHW/TBG &amp; PKR, LAY DOWN PKR</p> <p>SECURE WELL, SDFD</p> <p>CREW TRAVEL</p>
23-SEP-2005	<p>CREW TRAVEL</p> <p>HSM, JSA'S</p> <p>PICK UP TIE BACK W/BULLET NOSE ALUMINUM ALIGNMENT SLEEVE, RIHW/10 STANDS 4 3/4 DC'S</p> <p>RIHW/2 7/8 TBG, STING INTO 5" LINER SET PKR, LINER TOP @8178', PKR ELEMENTS 3'4" FROM LINER TOP</p> <p>TOHW/TBG</p> <p>LAY DOWN 20 4 3/4 DC'S, LAY DOWN SETTING TOOL</p> <p>PICK UP 14 JTS RIH, POH STAND BACK IN DERRICK, RIG DOWN RIG FLOOR, SD OVER WK/END</p> <p>CREW TRAVEL</p> <p>PICK UP 14 JTS RIH, POH STAND BACK IN DERRICK, RIG DOWN RIG FLOOR</p>
26-SEP-2005	<p>CREW TRAVEL</p> <p>HSM, JSA'S</p> <p>MI, RIG UP NIPPLE UP CREW, ND ANNULAR, ND 11" 5K TBG HEAD, ( CUT OFF SOME BOLTS, HOT WORK PERMIT), MI RACK 5</p> <p>1/2 15.5# J55 CSG, DRIFT CLEAN, VISUALLY INSPECT THREADS</p> <p>NU 11"5K CSG HEAD, NU 11"5K X 7 1/16 5K WELLHEAD, NU 7 1/16 5K BOP,, CONTINUE TO INSPECT AND TALLY CASING,</p> <p>SECURE WELL, SDFD</p> <p>RUN 5 1/2 15.5# CASING IN A.M.</p>
27-SEP-2005	<p>CREW TRAVEL</p> <p>HSM, JSA'S</p> <p>RIG UP LEWIS CSG CREW, PREPARE TO PICK UP 5 1/2 X 15.5# J55 CASING</p> <p>PICK UP 15'-5 3/4 SEAL ASSEMBLY, RIHW/CASING, 180 JTS, STING INTO PBR, TEST 5 1/2 X 7 5/8 ANNULUS, 500# OK,</p> <p>RIG DOWN CSG CREW, RIG DOWN RIG FLOOR</p> <p>ND WELLHEAD, BOP, LAND 5 1/2 CSG W/20,000#, SET SLIPS ON 5 1/2 CSG</p>

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CUT OFF 5 1/2 CSG, NU 11\*5K X 7 1/16 5K WELLHEAD, NU BOP, NU ANNULAR  
RIG UP RIG FLOOR, CHANGE 5 1/2 RAMS, INSTALL 2 7/8 RAMS, SECURE WELL SDFD  
CREW TRAVEL

28-SEP-2005 CREW TRAVEL  
HSM, JSA'S  
RIG UP KILL TRUCK  
TEST PRESSURE LINES, TEST 5 1/2 CSG, BOP, WELLHEAD, APPLY 3000# IN 5 MINUTES 3000#, IN 10 MINUTES 2950#, IN 15 MINUTES 2850#,(HAD A DRIP ON BOP VALVE, SLIGHT TRICKLE ON 7 5/8 DUE TO EXPANSION), BLEED PRESSURE OFF, RIG DOWN KILL TRUCK  
PREPARE RIG TO RUN TBG, PICK UP NEW 4 1/4 BIT, 2 3 1/8 DC'S, 4 1/4 STRING MILL, 8 3 1/8 DC'S, RIHW/TBG TAG @8190'  
RIG UP BIW RUBBER, PICK UP SWIVEL, BREAK CIRCULATION  
DRILL 10 MINUTES ON TIGHT SPOT @8190', FELL THRU TO 8200' CONTINUE DRILLING RECOVERING ALUMINUM FROM ALIGNMENT SLEEVE, CONTINUE DRILLING IN 30 MINUTES BIT FELL THRU ALIGNMENT SLEEVE, PICK UP 2 JTS WORK MILL THRU ALIGNMENT SLEEVE  
DRESS ALIGNMENT SLEEVE WITH STRING MILL, PICK UP 1 JT CHASE TO 8298 SET DOWN  
LAY DOWN SWIVEL, NO BIW RUBBER  
POHW/TBG, DC'S, MILL, BIT  
RIHW/4 1/4 BIT, DC'S 1 STAND,  
SECURE WELL, SDFD  
CREW TRAVEL  
RIH TO 8100', PICKLE CSG IN A.M.

29-SEP-2005 CREW TRAVEL  
HSM, JSA'S  
CONTINUE RIHW/TBG, EOT @8100'  
RIG UP M-W ACID TRUCK, PICKLE CSG W/1000 GLS 15% HCL, ( BREAK CIRCULATION PUMP 200 GLS ACID, 100 GLS 4% KCL,  
200 GLS ACID, 100 GLS 4%, 200 GLS ACID, 100 GLS 4%, 200 GLS ACID, 100 GLS 4%, 200 GLS ACID , CIRCULATE W/220  
BBLs 4% KCL, RIG DOWN KILL TRUCK  
CONT. RIHW/TBG PUSHING PIECE OF ALIGNMENT SLEEVE HUNG UP @10849'  
NU BIW RUBBER, PICK UP SWIVEL, REPLACE VALVE ON BOP, BREAK CIRCULATION  
DRILL ON ALIGNMENT SLEEVE, PUSH & DRILL DOWN TO 10933'RECOVERING ALUMINUM, RUBBER & FIBERGLASS, CONTINUE  
PUSHING DOWN TO 11065'  
CIRCULATE HOLE CLEAN, RIG DOWN SWIVEL  
RIHW/TBG TO 11252'  
POHW/TBG, LAY DOWN DC'S, & BIT  
SECURE WELL, SDFD  
CREW TRAVEL  
NU FRAC VALVE & PERFORATE 9/30

30-SEP-2005 CREW TRAVEL  
HSM, JSA'S  
PICK UP RBP RIHW/ 1 STAND SET RBP @51' FROM SURFACE, TEST 1300# OK  
RIG DOWN RIG FLOOR  
ND HYDRIL, BOP, NU FRAC VALVE, ( REPLACE TBG HEAD VALVES 2 1/2 HRS HAD TROUBLE W/NUTS AND BOLTS)  
RIG UP KILL TRUCK, TEST FRAC VALVE, CSG VALVES @4500# OK, BLEED PRESSURE OFF , RELEASE & POHW/1 STAND TBG AND RBP  
RIG UP HALLIBURTON WL, RIHW/CCL , GAMMA RAY, 3 3/8 MILLENIUM GUNS .42 HD, 25 GM, 50.69° PENETRATION, ON DEPTH  
APPLY 700# ON CSG, PERFORATE FROM 11059-11078', 80 HOLES, TOHW/WL,  
TRY TO PUMP INTO PERFS, PRESSURED UP TO 3200# HOLDING, BLEED OFF PRESSURE  
PICK UP 2ND RUN 3 3/8 GUNS, RIHW/WL, ON DEPTH , APPLY 700# ON CSG, PERFORATED SELECT FIRE FROM 11054-11058,  
11006-11010, 4 SPF, 40 HOLES TOTAL OF 120 HOLES(42, 50.69° 25 GM), NO CHANGE IN PRESSURE, BLEED OFF 700#,  
TOHW/WL, RIG DOWN HALLIBURTON WL,  
TEAR DOWN RIG FLOOR, NU BOP, RIG UP FLOOR, SDFD  
CREW TRAVEL  
RIHW/PKR SPOT ACID ACROSS PERFS IN A.M.

01-OCT-2005 CREW TRAVEL

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	<p>HSM, JSA'S</p> <p>PREP RIG , RUN TBG</p> <p>RIHW/9 JTS 2 7/8 TBG, PICK UP CST PKR, RIHW/341 JTS TBG, EOT @11078', PKR @10800, NU BIW, SET PKR OPEN BYPASS</p> <p>RIG UP KILL TRUCK BREAK CIRCULATION, PUMP 3.3 BBLS 15% ACID, FLUSH W/62.5 BBLS 4% KCL, CLOSE BYPASS, APPLY 500# ON 5 1/2 CSG</p> <p>PRESSURE UP ON TBG WALK PRESSURE 0-4250#, @4250# BROKE BACK TO 3000#, PUMP 8 BBLS 4% KCL, @2.5 BPM 3600#, ISIP 3200#, 5 MIN 1500#, 10 MIN 1000#, 15 MIN 400#, BLED DOWN PRESSURE ON TBG AND CASING</p> <p>RIG DOWN KILL TRUCK, ND BIW, RELEASE PKR</p> <p>TOHW/TBG, PKR, LAY DOWN PKR, POHW/TAIPIPE,</p> <p>TEAR DOWN RIG FLOOR, ND BOP, NU FRAC HEAD</p> <p>SECURE WELL, SD TIL OCT.3 FRAC</p> <p>CREW TRAVEL</p>
03-OCT-2005	<p>CREW TRAVEL, RIG UP SCHLUMBERGER</p> <p>HSM, JSA'S</p> <p>FRAC INTERVAL 11006'-11078', W/17283 GLS 4% J575, 28,000# 20/40 CARBOLITE SAND, CLEAR FRACC CO2W/ 70 Q CO2, MAX PSI 3827#, AVERAGE PSI 3201#, ISIP 3351#, 5 MINUTES 3124#, 10 MINUTES 3044#, 15 MINUTES 2985#, (155 TONS CO2), CLOSE FRAC VALVE, BLEED OFF PRESSURE</p> <p>RIG UP HALLIBURTON WL, RIHW/3.96 GUAGE RING, WORK W/GUAGE RING WOULD NOT GO PAST 8200', (ALIGNMENT SLEEVE), TOH, GUAGE RING HAD SOME SAND ON BTM AND SCATTERED UP TOOLS, GAMMA RAY READING HOT, WAIT 30 MINUTES HAD REPLACEMENT RIHW/GR,CCL, COMP BP, WORK W/CBP, WOULD NOT GO THRU, @8200',</p> <p>PUMP 5 BBLS 4% KCL, DOWN CSG , RETRY CBP , WOULD NOT GO THRU @8200' TOHW/WL , CBP, PLUG HAD SOME MARKINGS ON END OF MULESHOE</p> <p>RIG DOWN HALLIBURTON WL, RIG DOWN SCHLUMBERGER, SDFD</p> <p>FLOWBACK FRACTURED MORROW IN A.M.</p>
04-OCT-2005	<p>CREW TRAVEL</p> <p>HSM, JSA'S</p> <p>RIG UP WELL TESTERS, FLOWBACK LINE</p> <p>OPEN WELL CHECK PRESSURE 1050#, OPEN TO FLOWBACK TANK ON 12/64 CHOKE, IN 2 HRS FTP 800# , PREPARE RIG AND LOCATION TO RIG UP COIL UNIT IN A.M</p> <p>CREW TRAVEL</p> <p>WELL TESTERS: CONTINUE TO FLOWBACK WELL AND MONITOR</p>
05-OCT-2005	<p>CREW TRAVEL,( FLOWED BACK WELL 24 HRS, FTP 490#, RECOVER 34 BLW, 12/64 CHOKE , HAD SOME GAS )</p> <p>HSM, JSA'S</p> <p>COIL UNIT (DOT HRS)</p> <p>HSM, JSA'S</p> <p>SPOT COIL UNIT &amp; CRANE, RIG UP COIL UNIT</p> <p>LOAD COIL, PICK UP BHA, COIL TBG CONNECTOR, DUAL BPV, HYDRAULIC DISCONNECT, DUAL CIRCULATING SUB, NAVI VIP MOTOR, 4 1/4" SUPER LOY BLADED MILL, TEST MOTOR AND MILL</p> <p>WEIGHT INDICATOR WENT OUT OF COIL RIG, REPAIR CABLES ON INJECTOR HEAD</p> <p>TEST COIL, BOP'S @5000# OK, DISPLACE WTR IN COIL W/N2</p> <p>SITP 600#, TIHW/COIL AND MILL, PUMPING 300SCFM N2, 1/2 BPM 4%KCL, TAG @8199'</p>
06-OCT-2005	<p>INCREASE N2 RT 600SCFM, 1 BPM 4%KCL, WORK MILL ON TIGHT SPOT @8199' NO HEADWAY</p> <p>PUMPING N2 RT 300SCFM, 1/2 BPM 4%KCL W/FOAMER, CONTINUE DRILLING NOT MAKING ANY HEADWAY</p> <p>TOHW/COIL, MILL, ( MILL HAS WORN CUTRITE ON BTM OUTER EDGE 1/4", SHINEY ON OUTSIDE FROM BTM UP 1/2"), RIDING ON ALUMINUM NOT FALLING THRU</p> <p>CALL OUT FOR ADDITONAL, TOOLS</p> <p>WAIT ON TAPERED MILL AND STRING MILL, ( COME OUT OF MIDLAND)</p> <p>NU 3' LUBRICATOR, PICK UP TAPERED MILL 2"-3.937, AND STRING MILL 4.2, TEST NAVI MOTOR, NU, LUBRICATOR WOULD NOT COVER BHA</p> <p>CALL OUT FOR SPACER SPOOL</p> <p>NU SPOOL, TEST LINES 4000# OK, DISPLACE COIL,</p> <p>RIHW/COIL, MOTOR, STRING MILL, TAPERED MILL, N2 RT 300SCFM, 1/2 BPM 4%KCL W/FOAMER, TAG BTM</p> <p>CHANGE RATES N2 RT 600SCFM, 1.5 BPM 4% , BEGAN DRILLING ON TIGHT SPOT, NO PROGRESS</p> <p>PICK UP OFF BTM, CHANGE PUMPING RATES 500SCFM 1 3/4 BPM 4% KCLW/FOAMER, FELL THRU IN 30 MINUTES, WORK TIGHT SPOT MAKING PASSES, RIHW/COIL AND MILL TO 11000', PULL UP HOLE TO TIGHT SPOT @8200' WORK THRU MADE 3 PASSES DID</p>

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	NOT NOTICE ANY PULL OR SET DOWN, POHW/COIL DISPLACE COIL, PICK UP LUBRICATOR, LAY DOWN BHA, SDFD
07-OCT-2005	RIG DOWN HALLIBURTON COIL UNIT RIG UP HALLIBURTON WL, RIHW/4.0 GUAGE RING TO 11036', TOH PICK UP COMP. BP, RIH SET CBP @10950', TOH TEST, COMP PLUG @1200# OK, PERFORATE, INTERVALS 10841-10845, 10816--10820, W/3 3/8 MILLENIUM GUNS, 25 GMS .42 HD, APPLY 1000# ON CSG , NO CHANGE IN PRESSURE, TOH TIHW/3 3/8 MILLENIUM CHARGE GUNS, ON DEPTH APPLY 1000# ON CSG, PERFORATE INTERVALS 10805-10810, 10764-10770 4 SPF, NO CHANGE IN PRESSURE, TOHW/WL RIG DOWN HALLIBURTON WL, NU FRAC VALVE, SD OVERWKEND CREW TRAVEL BREAKDOWN PERFS 10764-10845 (OCT 10)
10-OCT-2005	CREW TRAVEL HSM, JSA'S, CHECK WHP 1450#, BLED DOWN , N2, SOME GAS ND FRAC HEAD, NU BOP RIHW/2 JTS 2 7/8 TBG, PICK UP AS PKR, RIHW/TBG @8300', STARTED FLOWING UP TBG PUMP DOWN CSG , FLOWING UP TBG, FLUID AND GAS HAD FOAM IN IT FROM COIL WORK CONT. RIHW/TBG, SET PKR @10861', TEST COMP. BP 4000# OK, BLEED OFF PRESSURE RELEASE PKR, TOHW/3 STANDS, SET PKR @10706' PUMP 2%KCL DOWN TBG, STARTED PUMPING INTO PERFS @ 1/2 BPM 3200#, INCREASE RT 1 BPM 3350#, 1 1/2 BPM 3500#, PRESSURE @2000# IN 5 MINUTES, BLED OFF PRESSURE RELEASE PKR TOHW/TBG, PULLED 46 STANDS , PKR HANGING UP ALL THE WAY OUT OF 5" LINER, SECURE WELL, SDFD CREW TRAVEL OCT 11, FINISH TOH, FRAC
11-OCT-2005	CREW TRAVEL HSM, JSA'S FINISH POHW/TBG, PKR , TAILPIPE ND BOP, NU FRAC HEAD, RIG UP SCHLUMBERGER HSM, TEST LINES @5000# FRAC WELL W/412 BBLS CLEAN FLUID , 28000# 20/40 CARBOLITE SAND RAMPED FROM .5-3.0 PPG, 156000 TONS CO2 70Q, 16- 38 BPM, APPLIED 1000# ON 7 5/8 X 5 1/2 CSG ANNULUS REACHED 1600# BLED DOWN DURING FRAC, MAX TP 4115#, AVG TP 3530#, FINAL TP 3200#, ISIP 2935#, 5 MINUTES 2729#, 10 MINUTES 2679#, 15 MINUTES 2658#, SI WELL W/2650#( @ 60 BBLS PAD REMAINING INCREASE RT 35 BPM, @ 5 BBLS PAD LEFT INCREASE RT TO 38 BPM TREATING PRESSURE 3200#, RIG DOWN SCHLUMBERGER OPEN WELL TO TEST TANK ON 10/64 CHOKE, WHP 2500#, 1.5 HRS REC. 29BLW WELL TESTERS TO MONITOR OVERNITE, MI SPOT HALLIBURTON COIL UNIT
12-OCT-2005	FLOWED BACK 17 HRS, REC. 69 BLW, SHUT IN W/700# WHP, 10/64 CHOKE RIG UP HALLIBURTON COIL UNIT, PICK UP BHA, CONNECTOR, DUAL BPV, FAU HYDRAULIC DISCONNECT, DUAL CIRCULATING SUB, NAVI VIP MOTOR, 3 7/8 OPTIC KUT BUTTERFLY MILL DISPLACE COIL W/N2& 1/2 BPM 2%KCL RIHW/COIL PUMPING 300SCFM N2, 1/4 BPM 2%KCL, WHP 651#, TAG COMP BP @10932' DRILL ON PLUG @750SCFM, 1.5 BPM WTR, MADE 1', DID NOT RECOVER ANY FLUID UNTIL @CBP, NO HEADWAY AFTER 1' OF HOLE CUT N2, PUMP 2.5 BPM WTR W/FOAM, CHECK FOR STALL ON MOTOR , NO SUCCESS PUMPING 1/2 BPM , 700SCFM N2 , CHECK MOTOR NO SUCCESS N2 RT 300SCFM, 1/4 BPM WTR, TOHW/COIL, BHA, TEST MOTOR CONTINUE TO TURN, LEAKING SOME FROM STALL OUT SUB, MILL HAD 2 PIECES OF RUBBER STUCK IN CENTER, REPLACE MILL AND MOTOR, NU, TEST LINES, DISPLACE COIL RIHW/COIL,
13-OCT-2005	CONTINUE RIHW/COIL, TAG PLUG DRILL ON PLUG N2 RT 700SCFM, 1.5 BPM, CIRC PRESS 3800-4000#, WHP 684#, FELL THRU CHASE PLUG HANGING UP @11006, 11064, 11083, @11086' FELL OUT CHASE TO 11300' CIRCULATE PREPARE TO DROP BALL, STALL OUT MOTOR, AND JET, DROP 1/2" STEEL BALL

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PUMP BALL DOWN COIL CIRC. PRESS 1342#, WHP 490#  
 PULL EOT @10900', N2 RT 700SCFM, WHP 481#, TP 2800#, WHP BUILDING TO 1000#  
 DECREASE N2 RT @300SCFM, IN 45 MINUTES WHP 1228#, TP 2067#, RECOVERING 45 BLW, FLOWBACK LINE BEGAN FREEZING UP  
 DUE TO CO2, WHP 774#, CIRC PRESSURE 1827#  
 CHANGE N2 RT @500SCFM @ 12:10PM WHP 843#, CIRC PRESSURE 1789#, RECOVER 120 BLW, 185 BLW TOTAL TO DATE: FROM 10:  
 30-12:30PM RECOVER 30 BLW, 215 BLW TTL,  
 CONTINUE JETTING @ 500SCFM RECOVER 6 BLW, WHP 799# CIRC PRESS, 1810#  
 500 SCFM N2 RT, WHP 893#, CIRC PRESS. 1960#, RECOVER 12 BLW  
 500 SCFM, WHP 844#, CIRC PRESS. 1902# RECOVER 12 BLW  
 500 SCFM,, WHP 750#, CIRC PRESS 2592#, RECOVER 4 BLW, 249 BLW RECOVERED TO DATE,  
 500 SCFM, WHP 967#, CIRC PRESS. 1597#, RECOVER 16 BLW  
 300 SCFM, NO FLUID RECOVERED  
 RUN COIL @11000'. @300SCFM, WHP 693#, CIRC PRESS. 1386#, RECOVER 8 BLW  
 300SCFM, WHP 695#, CIRC PRESS. 1350#, RECOVER 10 BLW, HAVE RECOVERED 285 BLW TO DATE

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14-OCT-2005 300 SCFM, WHP 694#, CIRC PRESS. 1347#, RECOVER 10 BLW  
 300 SCFM, WHP 662#, CIRC PRESS. 1310# , RECOVER 4 BLW  
 MOVE COIL UPHOLE @10500' 200' ABOVE UPPER MORROW, 300SCFM WHP 658#, CIRC PRESS. 1292#, RECOVER 4 BLW , (303 BLW  
 REC. TO DATE)  
 300 SCFM, WHP 593#, CIRC PRESS. 1216#, RECOVER 4 BLW,  
 POHW/COIL, @2500' FROM SURFACE SHUT DOWN N2, COIL @ SURFACE WHP 662#, RECOVER 5 BLW, (308 BLW TO DATE)  
 RIG DOWN HALLIBURTON COIL UNIT  
 RIG UP WELL TESTERS , TEST UNIT, MONITOR FLOWBACK, OPEN WELL W/1340# WHP, IN 9 HRS WHP 1310#, O WTR, 14/64  
 CHOKE, AVG MCF 651

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15-OCT-2005 WHP @ 2400 HRS, 1310#, @13.00 HRS, 1035, @19:00HRS 720#, @24.00HRS 520#, 18/64 CHOKE, AVERAGE MCF/D 976,  
 RECOVER 35 BLW , 345 BLWR TO DATE, CO2 15%,

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16-OCT-2005 AVG WHP 575#, RECOVER 12 BLW, (357 BLWR TO DATE), 856-1021MDF/D, 18/64 CHOKE  
 @12:00AM, 280# WHP, RECOVER 30 BLW, (387 BLWR TO DATE, AVERAGE MCF LAST 24 HRS 973MCF, CO2 10%,

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17-OCT-2005 WHP 240#, RECOVER 14 BLW, (401 BLWR TO DATE), 28/64 CHOKE, FLRT 1064MCF, AVERAGE FLOW LAST 24 HR PERIOD  
 1033MCF, ( 927 BLWTR)  
 S/I WELL, MIRU HALLIBURTON WL  
 WAIT ON HALLIBURTON LOGGING TOOLS NOT WORKING PROPERLY, TRY TO REPAIR NOT ABLE TO, BROUGHT OUT OPEN HOLE  
 LOGGING TRUCK, NOTE:( S/I WELL @8:15 A.M., W/250# WHP, OPEN TO TEST UNIT @12:45 WHP 1100#, CONTINUE TO  
 FLOWBACK DURING LOGGING, AND THROUGHOUT THE NIGHT W/WELL TESTERS MONITORING)  
 RUN TRACER SURVEY, RIG DOWN WL, LOG SHOW FRAC'S IN PERFS  
 CREW TRAVEL , ( FLOWRATE 1.1MCF, 16/64 CHOKE, REC 14 BLW, 913 BLWTR, WHP 950#)

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18-OCT-2005 CREW TRAVEL  
 HSM, JSA'S  
 RIG UP HALLIBURTON WL, RIHW/ 4.14 GUAGE RING JUNK BASKET TO 10900', TOH  
 PICK UP WL ENTRY GUIDE, 1.81R PROFILE PLUG & NIPPLE, 10' 2 3/8 PUP JT AS 10K PKR SETTING TOOL  
 S/I WELL W/300# WHP, RIHW/WL, WOULD NOT GO THRU LINER, CONTINUE TO TRY AND WORK THRU NO SUCCESS, TOH  
 PICK UP WL ENTRY GUIDE, 1.81 R PROFILE PLUG & NIPPLE 4' PUP JT, PKR, REMOVE GAMMA, RIHW/WL, SHORTENED BHA BY 9',  
 HAD NO SUCCESS GOING THRU LINER, TOH, RIG DOWN WL., SECURE WELL  
 CREW TRAVEL, OPEN WELL W/1250# WHP , WELL TESTERS TO MONITOR OVERNITE  
 RUN 4.0 PKR IN A.M., ( RECOVER 20 BLW, 893 BLWTR, )

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19-OCT-2005 WHP 500#, FLOWRT 1.133, 2/64 CHOKE, (RECOVER 18 BLW, 875 BLWTR), CO2 6%  
 CREW TRAVEL  
 HSM, JSA'S  
 PICK UP 6" MULESHOE NIPPLE, 1.81R PROFILE NIPPLE W/PLUG, 2' PUP JT, AS 10K PKR OD 4.00, AND SETTING TOOL  
 S/I WELL W/WHP 450#, RIHW/WL & PKR, SET PKR @10700', WHP @775#, TOHW/WL & SETTING TOOL,, OPEN WELL BLEED OFF  
 PRESSURE  
 BLEED PRESSURE OFF WELL  
 ND FRAC VALVE, ND 11"X7 1/16 SPOOL, REMOVE PACKOFFS ON 5 1/2" CSG,  
 NU, 11" X 7 1/16 SPOOL, NU BOP, SECURE WELL, SDFD

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	CREW TRAVEL
20-OCT-2005	<p>CREW TRAVEL HSM, JSA'S CHECK PRESSURE, 0#, LAY DOWN 2 7/8 WS OUT OF DERRICK RIG UP ELEVATORS FOR 5 1/2 CSG, PREPARE RIG TO PULL CSG, SECURE WELL, SDFD CREW TRAVEL</p>
21-OCT-2005	<p>CREW TRAVEL HSM, JSA'S CHANGE PIPE RAMS TO 5 1/2", MOVE 2 7/8 WS, SET UP PIPE RACKS TO LAY DOWN CSG RIHW/SPEAR, SPEAR 5 1/2 CSG, ND 11" X 7 1/16 SPOOL, PICK UP ON CSG, REMOVE SLIPS AND BOWL, NU SPOOL, PULL TOP JT ABOVE BOP (120K) RIG UP CASING CREW, LAY DOWN MACHINE HSM, JSA'S LAY DOWN TOP JT, LAY DOWN 9 JTS 5 1/2 CSG, CHECK TBG LINE, FRAID WIRE IN 10-12' SECTION, SD REPLACE TBG LINE OVERNITE, CONTINUE LAYING DOWN CSG IN A.M.</p>
22-OCT-2005	<p>CREW TRAVEL HSM, JSA'S CONTINUE LAYING DOWN 5 1/2 CSG, SEAL ASSEMBLY RIG DOWN CASING CREW, LAY DOWN MACHINE, CHANGE OUT PIPE RAMS, MOVE 5 1/2 CSG, RACK 2 3/8 4.7#, L-80 PROD TBG, ND BOP, 11" X 5000# SPOOL, NU, 11" X 7 1/16 5K SPOOL, NU BOP, CREW TRAVEL PICK UP PROD TBG, MONDAY 24TH</p>
24-OCT-2005	<p>CREW TRAVEL HSM, JSA'S PREPARE RIG TO PICK UP TBG, TALLY 2 3/8 4.7#, L-80 TBG, (345 JTS) PICK UP ON/OFF TOOL, RIHW/368 JTS TBG CIRCULATE PKR FLUID W/2% KCL MIX, SECURE WELL, SDFD CREW TRAVEL</p>
25-OCT-2005	<p>CREW TRAVEL HSM, JSA'S SPACE OUT TBG, LATCH ON PKR TEST TBG X CSG ANNULUS 500# OK, (1 JT 2 3/8 TBG. 31.56', 1-6' SUB, 337 JTS TBG 10613.98', ON/OFF TOOL 1.81F NIPPLE, AS 10K PKR, 2' SUB, 1.81R PROFILE) ND BOP, INSTALL B02 COUPLING WRAPAROUND, 2 1/6 X 5000# TREE LAND TBG W/6PTS TENSION, TEST TBG X CSG ANNULUS 500# OK SWAB FLUID LEVEL IN TBG DOWN TO 6000', (4600' FLUID ABOVE PKR, 17.8 BBLs) RIG UP PRO WIRELINE, RIHW/PULLING TOOL, LATCH ON EQUALIZING PRONG, TOH, WELL HAD SOME GAS BLOW, HAD SOME METAL SHAVINGS BETWEEN PRONG AND PULLING TOOL, TIHW/PULLING TOOL FLUID LEVEL @250' FROM SURFACE, LATCH ON 1.81R PLUG, TOH, RECOVER PLUG, RIG DOWN WL TIE IN WELL TO TEST UNIT, CHECK PRESSURE 500#, OPEN WELL STRAIGHT TO TEST TANK, UNLOAD 10 BLW, TP @1620#, S/I WELL PREPARE TO PUT DOWN TESTER, TURN WELL DOWN TESTER, SITP 2000#, OPEN ON 12/64 CHOKE, 1825#FTP, 1.9MMCF, RECOVER 2BLW, 880 BLWTR, 5%CO2 WELL TESTERS TO CONTINUE AND MONITOR, (FTP 1850#, 12/64 CHOKE, FLOWRT 2.18MMCF FTI 1400#, 12/64 CHOKE, REC 3 BLW, FLRT 1.768MMCF</p>
26-OCT-2005	<p>FTP 700#, 16/64 CHOKE, FLRT 1.323MMCF, RECOVERING 1.5 BLW/HR, (HAVE RECOVERED 29 BLW, 853 BLWTR, ) S/I WELL, RIG DOWN UNIT, MOVE OFF WELL S/I, TURNED OVER TO PRODUCTION, TIE IN PRODUCTION EQUIPMENT.</p>

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