



State of Colorado Oil and Gas Conservation Commission



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1120 Lincoln Street, Suite 801, Denver, Colorado 80203 Phone: (303)894-2100 Fax:(303)894-2109

WELL CONTROL REPORT

As Required by Rule 327

1. OGCC Operator Number: 100185
2. Name of Operator: Encana Oil & Gas
3. Address: 370 17th St. Suite 1700
City: Denver State: CO Zip: 80202
4. Contact Name & Phone: Gage Soehner
Ph: 7208763097
Email: gage.soehner@encana.com
Report taken by:

WELL LOCATION INFORMATION

5. API Number: 05-045-20871
6. County: Garfield
7. Well Name: Benzel Federal 24-15B
8. Well Number: 24-15B (F25NWB)
9. Unit Name (if appl.): Grass Mesa Unit
10. Unit No: COC 056608X
11. QtrQtr: SESW SENW Sec: 25 Twn: 6S Rng: 93W Meridian: 6th
12. Footage From Exterior Section Lines: 1613 FNL 2064 FWL 1487 FNL, 2074 FWL
13. Field Name: Mamm Creek
14. Field Number: 52500

CASING INFORMATION

15. Surface Casing Size: 9-5/8" Weight per Foot: 36# Grade: J55 True Vertical Setting Depth: 1409'
16. Intermed. Casing Size: / Weight per Foot: Grade: True Vertical Setting Depth:

KICK INFORMATION

17. True Vertical Depth at Kick: 7894' TVD
18. Formation at Kick: Williams Fork
19. Formation Code: WMFK
20. Shut-in Drill Pipe Pressure (SIDPP): 0 psi
21. Shut-in Casing Pressure (SICP): 0 psi
22. Mud weight at Time of Kick: 11.3 ppg
23. Pit Gain: 23 bbls
24. Time and Date Shut In: 18:00 12/20/12
25. Mud Weight Required to Control Well: 11.7 ppg
26. Type of Kick: [X] Gas [ ] Oil [ ] Water
27. Comments (describe actions to control in detail): After drilling to a TD on this well, a wiper trip was performed. Once back on bottom, a circulation was performed through the flowline, at which point a 23 bbl gain influxed. The well was shut in. Pressures were monitored, with no SIDPP or SICP registering. A bottoms up was circulated through the choke, with an 8' flare present initially. Circulating was continued until the flare had receded and extinguished, at which point a flowcheck was performed, which showed no flow. Circulation was resume & mud weight was then increased to 11.7 ppg as a trip margin. The TOO H was then performed.