

Location

Overall Good:

Signs/Marker:			
Type	DRILLING/RECOMP		
Comment:	Rig Signage		
Corrective Action:		Date:	

Emergency Contact Number:

Comment:

Corrective Action: Date: _____

Overall Good:

Spills:			
Type	Area	Volume	

In Containment: No

Comment:

Multiple Spills and Releases?

Equipment:				corrective date
Type: Plunger Lift	# 0			
Comment:				
Corrective Action:		Date:		

Venting:			
Yes/No	NO		
Comment:			
Corrective Action:		Date:	

Flaring:			
Type			
Comment:			
Corrective Action:		Date:	

Inspected FacilitiesFacility ID: 261279 Type: WELL API Number: 123-20586 Status: SI Insp. Status: PA**Complaint**Comment: [See summary.](#)

Corrective Action:

Date:

COGCC Comments

Comment	User	Date
<p>Complaint Number: (Not available at time of inspection) Inspection Number: 690003963 On Friday, July 19, 2019 at 14:02, I, Craig Carlile conducted an on-site inspection at location number: 331375, API 05-123-20586. This location is operated by Extraction. Weather: Skies: Clear, Wind: Calm, Temp 99 Degrees F Inspection was conducted in response to a complaint of property damage, center pivot irrigation collision with workover rig. Complainant Name: Leslie Lang, Phone (970) 396-4239 While on location I visited with: Frank Jones, Contract Farmer Scott Trumbel, Extraction Representative At the location I observed a center pivot irrigation system in contact with the workover rig, see Photos 2-4 in inspection document. Damage was evident to the irrigation system at the 5th and 6th towers and to the steps and guard railing on the workover rig. From the COGCC data base the Form 6(N) document number is: 402055263 and the associated form 42 document number is: 402070183, this form states a start of plugging operations on June 11 at 1:00. During conversation with the contract farmer Frank Jones, Mr. Jones stated that a hard stop mechanism for the irrigation system had been requested but not implemented. A soft stop based on the angular displacement of the center pivot had been relied upon to stop motion of the irrigation system. During the night of 7/18/2019 with no one present on the location the soft stop system failed resulting in the collision. During conversation with Scott Trumbel, Mr. Trumbel stated that when the crew arrived on location on 7/19/2019 the collision and associated damage was evident. Mr. Trumbel also mentioned that the rig had been on the location performing PA operations for the past three weeks. Mr. Trumbel also mentioned that damage to the rig appeared to be limited to the steps and guard rails and the rig would be operable with changing out these components. The last operation performed prior to the collision was pumping cement from 617 ft. to 561 ft. The next anticipated operation was to add additional cement from 561 ft. to 520 ft. This is a summary of the inspection report.</p>	carlilec	07/19/2019

Attached DocumentsYou can go to COGCC Images (<https://cogcc.state.co.us/weblink/>) and search by document number:

Document Num	Description	URL
690003964	Photos	http://ogccweblink.state.co.us/DownloadDocumentPDF.aspx?DocumentId=4885189