

Company Voyager Petroleum, Inc. Lease & Well No. Hitz #14-14
Elevation 2544 Kelly Bushing Formation Marmaton-(Pawnee) Effective Pay - Ft. Ticket No. 11534
Date 5/7/82 Sec. 14 Twp. 29S Range 23W County Ford State Kansas
Test Approved by Doug Wycoff Western Representative Darrell Claphan
Formation Test No. 1 Interval Tested from 5148 ft. to 5166 ft. Total Depth 5166 ft.
Packer Depth 5143 ft. Size 6 5/8 in. Packer Depth 5148 ft. Size 6 5/8 in.
Packer Depth - ft. Size - in. Packer Depth - ft. Size - in.
Depth of Selective Zone Set -
Top Recorder Depth (Inside) 5150 ft. Recorder Number 10980 Cap. 4200
Bottom Recorder Depth (Outside) 5154 ft. Recorder Number 6233 Cap. 4000
Below Straddle Recorder Depth - ft. Recorder Number - Cap. -
Drilling Contractor Beredco Drlg. Rig #2 Drill Collar Length 280 I. D. 2.2 in.
Mud Type drispac Viscosity 48 Weight Pipe Length - I. D. - in.
Weight 9.3 Water Loss 20.8 cc. Drill Pipe Length 4844 I. D. 3.8 in.
Chlorides 25,000 P.P.M. Test Tool Length 24 ft. Tool Size 4.5 in.
Jars: Make - Serial Number - Anchor Length 18 ft. Size 5.5 in.
Did Well Flow? No Reversed Out No Surface Choke Size 3/4 in. Bottom Choke Size 3/4 in.
Main Hole Size 7 7/8 in. Tool Joint Size 4.5 in.

Blow: Initial flow period few bubbles and died in five minutes. No blow on final flow period.

Recovered 5 ft. of mud

Recovered - ft. of Chlorides 26,000 ppm

Recovered - ft. of -

Recovered - ft. of -

Recovered - ft. of -

Remarks: -

Time Set Packer(s)	<u>6:50</u>	<u>A.M.</u>	Time Started Off Bottom	<u>9:05</u>	<u>A.M.</u>	Maximum Temperature	<u>118°</u>
		<u>P.M.</u>			<u>P.M.</u>		
Initial Hydrostatic Pressure			(A)	<u>2530</u>	P.S.I.		
Initial Flow Period	Minutes	<u>20</u>	(B)	<u>73</u>	P.S.I. to (C)	<u>64 *</u>	P.S.I.
Initial Closed In Period	Minutes	<u>48</u>	(D)	<u>148 +</u>	P.S.I.		
Final Flow Period	Minutes	<u>25</u>	(E)	<u>63</u>	P.S.I. to (F)	<u>66</u>	P.S.I.
Final Closed In Period	Minutes	<u>45</u>	(G)	<u>84</u>	P.S.I.		
Final Hydrostatic Pressure			(H)	<u>2510</u>	P.S.I.		



Fluid Sample Report

Date May 7, 1982 Ticket No. 11534
 Company VOYAGER PETROLEUMS, INC.
 Well Name & No. HITZ #14-14 DST No. 1
 County Ford State Kansas
 Sampler No. #2 Test Interval 5148'-5166'

Pressure in Sampler None PSIG BHT 118° of

Total Volume of Sampler 3100 cc.
 Total Volume of Sample: 1500 cc.
 Oil: -- cc.
 Water: -- cc.
 Mud: 100° cc.
 Gas: -- cu. ft.
 Other: --

Resistivity

Water: @ of Chloride Content ppm.

Mud Pit Sample @ of Chloride Content ppm.

Gas/Oil Ratio Gravity °API @ of

Where was sample drained SHOP

Remarks: CHLORIDES OF MUD PRESSED OUT AT SHOP
CHLORIDES 26,000 ppm

WESTERN TESTING CO., INC.

Pressure Data

Date 5/7/82 Recorder No. 10980 Capacity 4200 Test Ticket No. 11534
 Clock No. -- Elevation 2544 Kelly Bushing Location 5150 Ft. 118 °F
 Well Temperature

Point	Pressure	Time Given	Time Computed
A Initial Hydrostatic Mud	2530 P.S.I.	6:50P	M
B First Initial Flow Pressure	73 P.S.I.	15 Mins.	20 Mins.
C First Final Flow Pressure	64 * P.S.I.	30 Mins.	48 Mins.
D Initial Closed-in Pressure	148 + P.S.I.	30 Mins.	25 Mins.
E Second Initial Flow Pressure	63 P.S.I.	60 Mins.	45 Mins.
F Second Final Flow Pressure	66 P.S.I.		
G Final Closed-in Pressure	84 P.S.I.		
H Final Hydrostatic Mud	2510 P.S.I.		

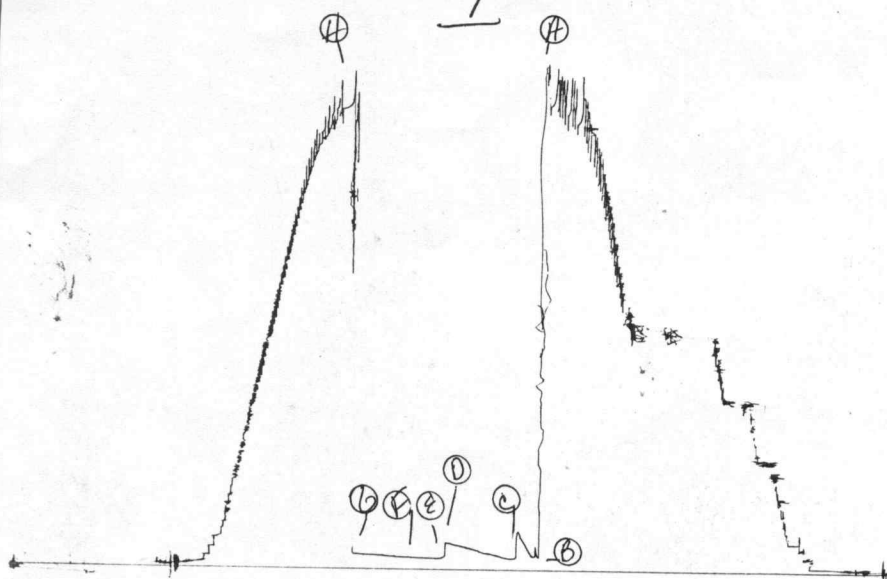
* PRESSURES QUESTIONABLE DUE TO PLUGGING
 + PRESSURES QUESTIONABLE DUE TO SUPERCHARGING

PRESSURE BREAKDOWN

First Flow Pressure		Initial Shut-In		Second Flow Pressure		Final Shut-In	
Breakdown: <u>4</u> Inc.		Breakdown: <u>16</u> Inc.		Breakdown: <u>5</u> Inc.		Breakdown: <u>15</u> Inc.	
of <u>5</u> mins. and a		of <u>3</u> mins. and a		of <u>5</u> mins. and a		of <u>3</u> mins. and a	
final inc. of <u>0</u> Min.		final inc. of <u>0</u> Min.		final inc. of <u>0</u> Min.		final inc. of <u>0</u> Min.	
Point Mins.	Press.	Point Minutes	Press.	Point Minutes	Press.	Point Minutes	Press.
P 1 <u>0</u>	<u>73</u>	<u>0</u>	<u>64 *</u>	<u>0</u>	<u>63</u>	<u>0</u>	<u>66</u>
P 2 <u>5</u>	<u>78 *</u>	<u>3</u>	<u>64 +</u>	<u>5</u>	<u>63</u>	<u>3</u>	<u>66</u>
P 3 <u>10</u>	<u>135+</u>	<u>6</u>	<u>68 +</u>	<u>10</u>	<u>63</u>	<u>6</u>	<u>67</u>
P 4 <u>15</u>	<u>206+</u>	<u>9</u>	<u>73 +</u>	<u>15</u>	<u>64</u>	<u>9</u>	<u>68</u>
P 5 <u>20</u>	<u>64 *</u>	<u>12</u>	<u>79 +</u>	<u>20</u>	<u>65</u>	<u>12</u>	<u>69</u>
P 6		<u>15</u>	<u>86 +</u>	<u>25</u>	<u>66</u>	<u>15</u>	<u>72</u>
P 7		<u>18</u>	<u>92 +</u>			<u>18</u>	<u>74</u>
P 8		<u>21</u>	<u>93 +</u>			<u>21</u>	<u>76</u>
P 9		<u>24</u>	<u>98 +</u>			<u>24</u>	<u>77</u>
P10		<u>27</u>	<u>107 +</u>			<u>27</u>	<u>78</u>
P11		<u>30</u>	<u>115 +</u>			<u>30</u>	<u>79</u>
P12		<u>33</u>	<u>120 +</u>			<u>33</u>	<u>80</u>
P13		<u>36</u>	<u>127 +</u>			<u>36</u>	<u>81</u>
P14		<u>39</u>	<u>132 +</u>			<u>39</u>	<u>82</u>
P15		<u>42</u>	<u>135 +</u>			<u>42</u>	<u>83</u>
P16		<u>45</u>	<u>142 +</u>			<u>45</u>	<u>84</u>
P17		<u>48</u>	<u>148 +</u>				
P18							
P19							
P20							

Kit # 11534

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