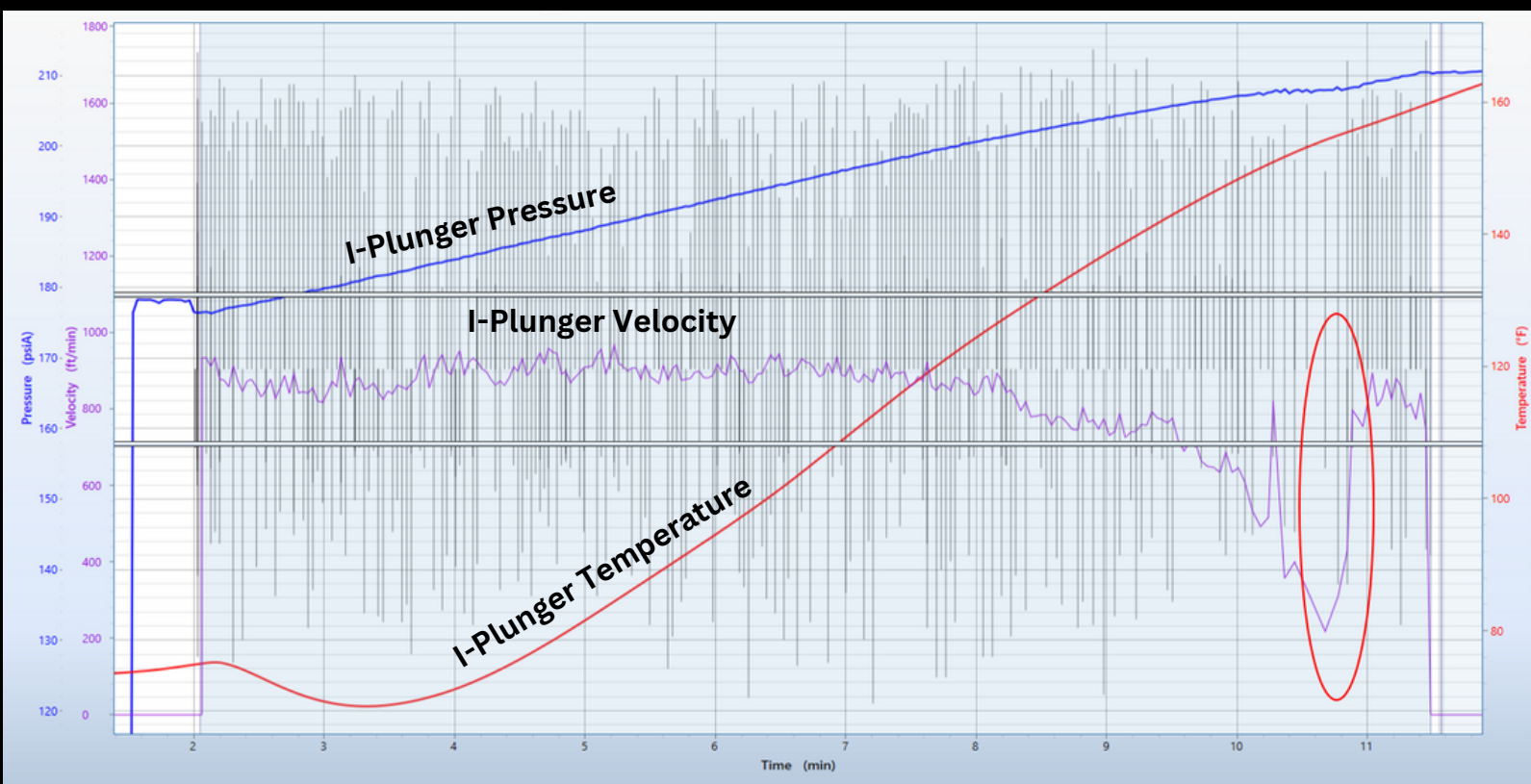


# Hole in The Tubing Diagnosis

One of the consistently diagnoses made using the I-Plunger involves identifying holes or corrosion in the tubing. Our technicians consistently excel in accurately determining the depth of these holes, enabling faster and more efficient workover operations.



|                       |            |
|-----------------------|------------|
| Fall                  |            |
| Collar Count to Fluid | 250        |
| Feet to Fluid         | 7687.5 ft  |
| Avg. Fall Velocity    | 816 ft/min |
| Fall Range Time       | 9.44 min   |

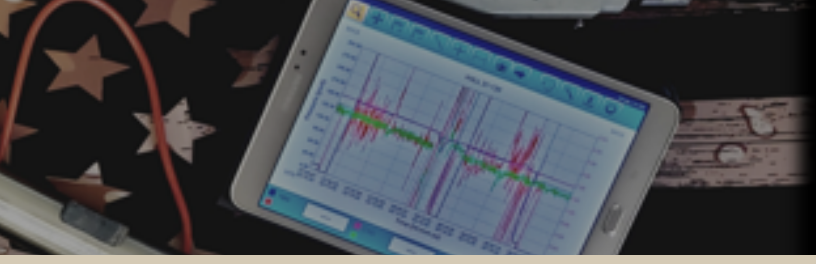
- Suspected Hole appears to be between jts 231-232 (circled in red)
- Estimated depth 7134' (30.75' estimated jt length)
- Minimal fluid detected in tbg



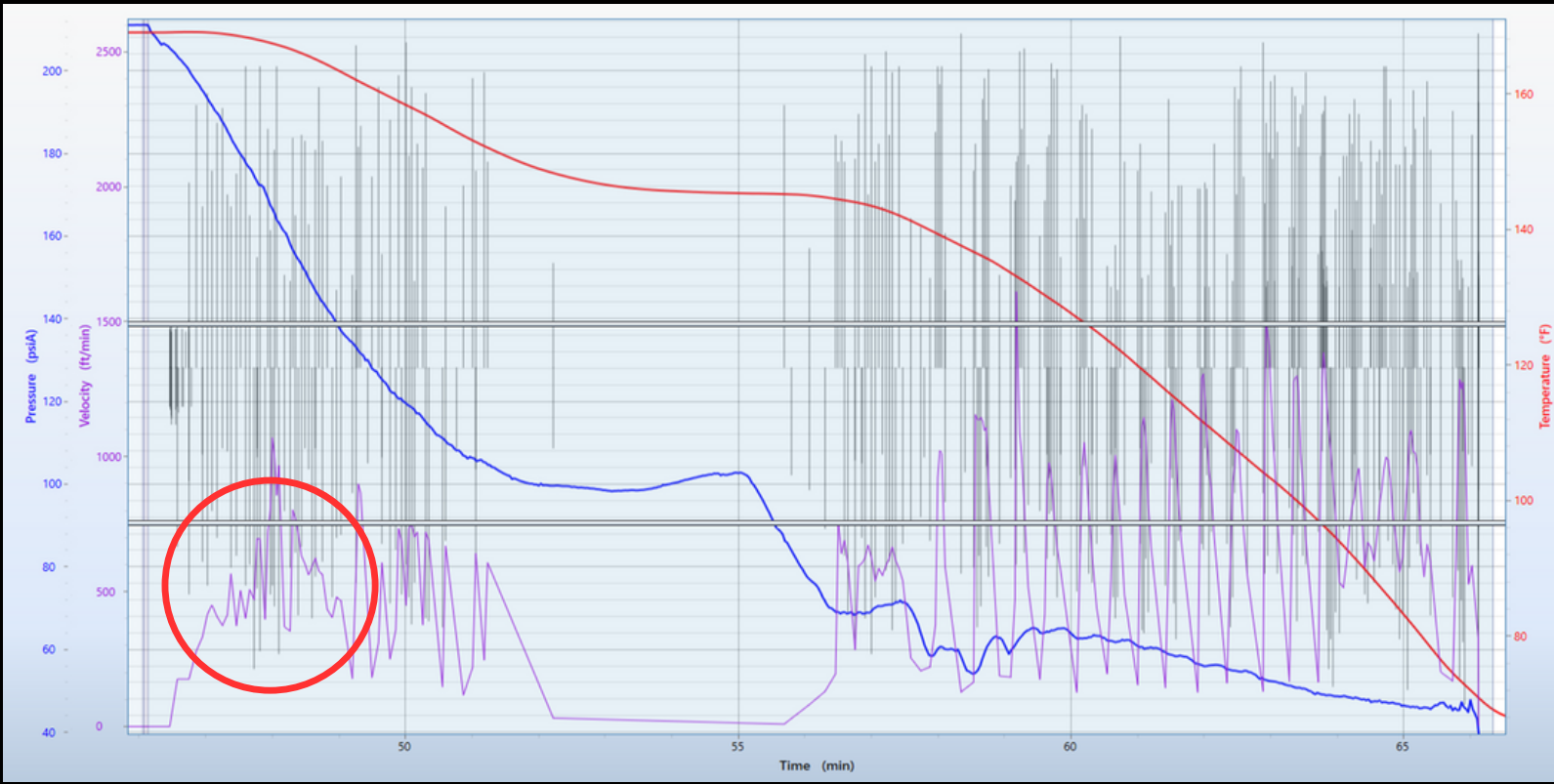
435-994-9800



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# Hole in Tubing Continued- Rise



| Rise               |            |
|--------------------|------------|
| Collar Count       | 247        |
| Depth              | 7595.3 ft  |
| Avg. Rise Velocity | 386 ft/min |
| Rise Range Time    | 20.20 min  |

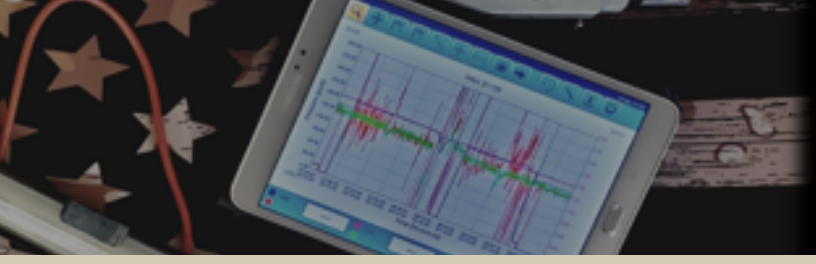
- Velocity of plunger increases at suspected hole (circled in red)
- Plunger stalls around 5600’.
- Velocity slowly returns as well is vented to atmosphere but is very inconsistent



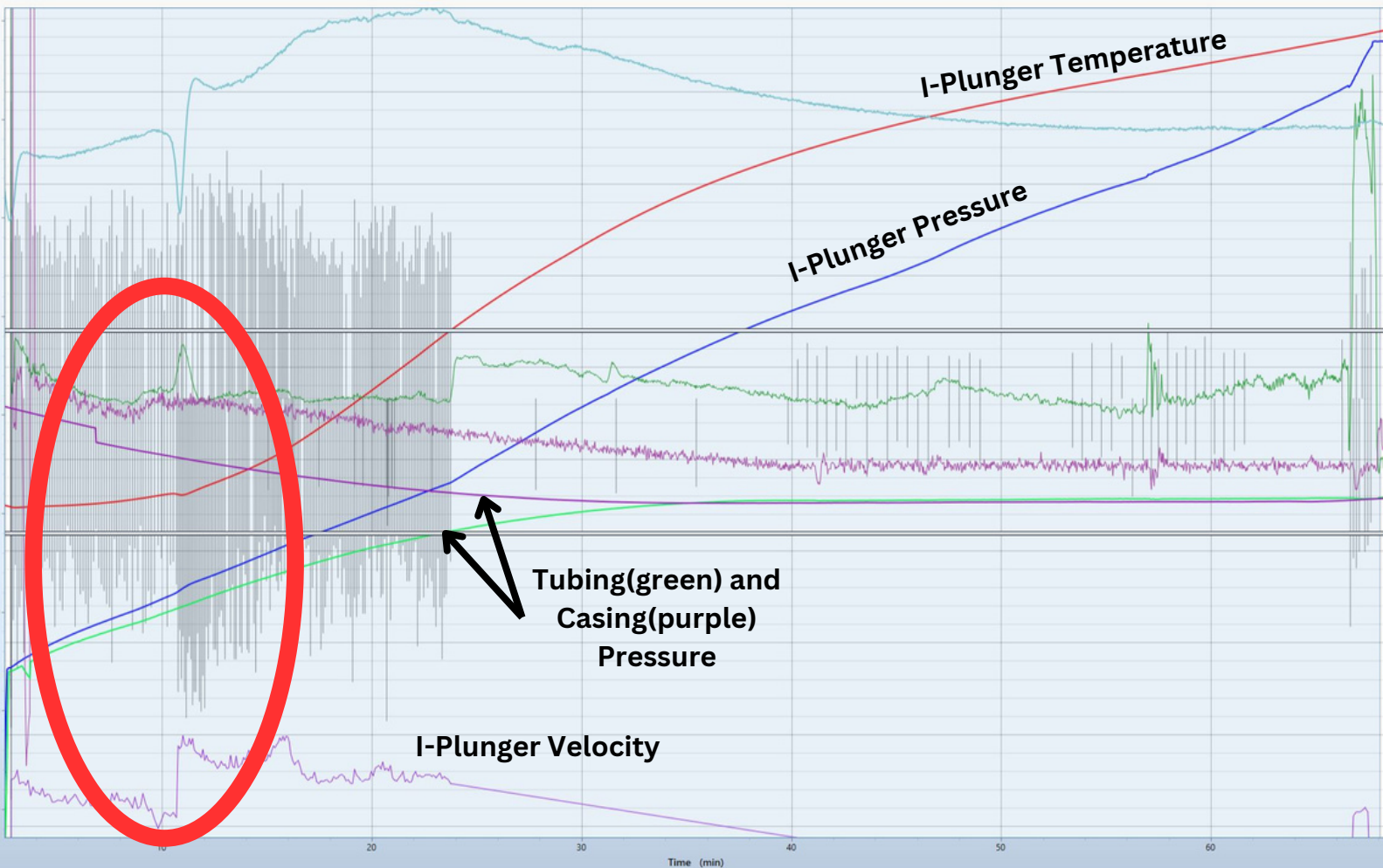
435-994-9800



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# Hole Detected During Fall via I-Plunger



- Velocity of the plunger increases after suspected hole (circled in red) as gas and fluid exert pressure on the plunger
- High hole at about 2100'
- Temperature cooling effect from rapid gas expansion
- Pressure Amplifiers indicate migrating gas entering the tubing



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