

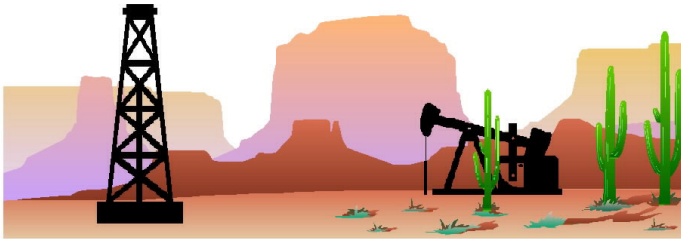


Drilling Fluids, Inc.

TECHNICAL SERVICES NEWSLETTER

Volume XV, Number 3

December 5, 2011



THE NEXT GENERATION

Three “young” men have recently joined the Bakersfield office. They are being groomed to take over many of the administrative functions that are now being performed by Jim, Tom, Bob, and Andy. Partially, this has become necessary, as the amount of work we do has expanded and partially it has become necessary because the demands of industry and government have increased the work loads of everyone through added requirements. The addition of Travis Adams, Kevin Helms and Chuck Cartwright has helped ease the load on everyone. We should be able to get back to publishing the Technical Services Newsletter eight times a year as planned. You should be seeing contributions to the Newsletter from these three beginning this month with Kevin’s biography.

Travis Adams

Travis Adams was the first to move into the

The Next Generation

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"When one door closes, another opens; but we often look so long and so regretfully upon the closed door that we do not see the one that has opened for us."

Alexander Graham Bell

WHAT DO YOU WANT IT TO BE?

1. A “weight up curve” is: a) what happens during a Mud Engineer’s 1st year, b) a graph showing how much barite to add to change the weight, c) is the effect of mud weight on ECD, d) is a graph of expected mud weight.
2. Funnel Viscosity is: a) unimportant, b) the most important measure of viscosity, c) related to yield point, d) a relative measurement.
3. Tail cement is: a) pumped first, b) pumped last, c) lower quality, d) is used by veterinarians.

ANSWERS ON PAGE 4

YIELD TO THE SMALL AND THE BIG

Small People

Small people are everywhere these days. School is in session again with kids walking to and from school. School busses stop letting out small people who may dash across the street.

Traffic patterns change with quiet streets becoming busy morning and afternoon. School busses with flashing red lights are picking up kids or dropping them off and you have to know the rules about

YIELD

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Safety ALERT
RESPONSE REQUIRED



Travis Adams



Kevin Helms



Chuck Cartwright

The Next Generation

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office, taking a major role in the sales department. He has been able to expand our presence with our customers and still finds time to take on some of the administrative roles in the office. His biography can be found on our web site.

Kevin Helms

Kevin Helms is learning the ins and outs of running the lab. He performs many of the tests that we are running in product evaluation and customer requests, particularly core analysis. He is an expert at running PolyTeK⁺, our High Performance Water Based Mud. Kevin also has taken on daily data acquisition from high profile wells to provide an up to date series of graphs showing depth, cost, mud weight and a host of other properties. These graphs are distributed daily to our managers as well as to our customers.

Kevin is now preparing all well files for import into our data base. From now on all digital well files should either be e-mailed to Kevin, given to him on a flash drive or mailed on CD to his attention.

Chuck Cartwright

Chuck Cartwright recently joined the company to take over the Health, Environment and Safety (HES) functions. This includes what we formerly called the Safety Officer's tasks. Chuck is a full time professional who has the time and skills to adapt to the changing requirements of industry and government. In 2012 Chuck will be taking over the

Safety Alert in the Newsletter. All safety communication should be directed to him.

MEET KEVIN HELMS

Kevin grew up in Bakersfield, the oldest of four siblings. He received a B.S. degree from the University of California at Davis in Environmental Horticulture/Urban Forestry. Inspired by family and friends, he soon found his way to GEO Drilling Fluids in 2001 with great anticipation to experience all that the oil patch had to offer. One generation removed, both of Kevin's grandfathers are retired geologists from Union Oil and Standard Oil. He would often hear stories of late night logging runs, well control events and overseas adventures in Europe and Bahrain during his visits with them. After his first trip to a drilling rig and learning all that the oil fields had to offer, Kevin was inspired to pursue a career as a Mud Engineer with GEO.

With GEO, Kevin began in the Diatomite fields of Belridge, then on to a 19,000' exploratory well with Oxy. Next he was running mud up and down California, utilizing several types of drilling fluids including GEO's oil based PetroDrill and ultra-high performance water base PolyTeK⁺ drilling fluids. All that experience culminated in a promotion to the office. There he is learning the business aspects of GEO under the close tutelage of senior management. Kevin also assists Andy with his laboratory duties, including field mud trouble shooting and

Kevin Helms

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Kevin Helms

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customer specific evaluations. Kevin helps Jim and Tom with data processing, well programming and tracking of the daily progress of drilling fluid performance on high profile wells. Kevin continues to gain valuable experience within the company and strives to be a positive influence on the growth and success of GEO Drilling Fluids.

MEET CHUCK CARTWRIGHT

Chuck is a native of California having been born in Riverside. Immediately after his 18th birthday he joined the United States Army, becoming a Combat Medic. While serving in the military, Chuck became a certified Emergency Medical Technician using his training and skills to work in the Emergency Room at Weed Army Community Hospital.

After leaving the Army, Chuck worked as a Field Service Engineer for US Filter Corporation where he worked with start teams in the process water division. Chuck has primarily worked in power plants and in the oil fields, both on land and offshore. In 2002 he relocated to Bakersfield where he owned and operated an insurance company focusing on insurance programs for energy service companies. While working in the insurance industry he earned his Certified Insurance Counselor Designation from The National Alliance and his B.S Management Degree from California Coast University. He has attended Green Belt training and has many hours of safety and loss control training. Chuck is currently working on completing his Certified Risk Management Designation.

Prior to joining GEO Drilling Fluids, Chuck worked as the Corporate Health and Wellness Administrator for a large multi-state oil field construction company. Currently he serves as the Secretary/Treasurer for the Association of Energy Service Companies and is a Board Member for the Wounded Heroes Fund. Chuck is passionate about helping people and is looking forward to working with each and every employee.

MUD REPORT PROGRAM

GEO Mud Engineer Aaron Philips created the Excel version of the GEO Mud report (Mud Report 2.0) while checking mud on geothermal wells in Nevada. He is the “go to” guy when problems crop up with the program. As a result he has seen many kinds of mistakes that lock up the program or cause faulty data to be reported. The following are some of Aarons observations.

There are a several common issues that Mud Engineers have experienced with the new mud report program. In an effort to reduce these problems I have compiled this short list of errors in input and suggestions that will help you avoid these mistakes. Following these guidelines will make the mud report easier to use.

1. A mud report doesn't exist until it has a depth. Always enter a Depth with your mud checks even if drilling has not commenced. Its OK to put 0.01 feet.
2. Only put numbers in cells that are for numbers. For example, on the circulation page only the “Present Activity” and “Mud Type” cells should have anything other than numbers.
3. If you put a space or NA in a cell that requires numbers you will end up with all of your pump and hydraulic data on the mud report showing “#####”.
4. Using real numbers is most critical on the “Mud Check”, “Circulation”, and “Inventory” pages. If you want a zero to show up on the mud report enter 0.00001. This will be rounded and report as a zero on your mud report.
5. The only page that you should “unprotect” is “Other Data”. This is necessary when you want to use the spell checker. Mistakes caused by unintended key strokes on unprotected pages can be very difficult to find and are best avoided by keeping the pages protected.
6. Always add extra days before you need them. Failing to add extra days before you need them can result in mistakes that tarnish GEO's image.
7. A bottoms up for cuttings of 200,000 minutes or some other unbelievable time is reported when the calculations result in a slip velocity that is greater than the annular velocity. This is a good indication that either the hole isn't being cleaned or that a number was input incorrectly.

Mud Report Program

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Mud Report Program

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If you do find an error in the mud report program please call or e-mail the Bakersfield office to let us know so that we can correct the error in the next version.

The current version of the GEO Mud Report Program is 1.8.8. There is also version 1.9.0 just for Vintage Production. Please make sure that you have the current version of the program before you start your next well.

If you have not yet changed over from Quattro Pro to Excel you need to be moving in that direction. It may require a new computer but more likely just a new version of Microsoft Office. Version 2007 and 2010 both work but earlier versions do not.

Feedback from the field regarding the change from one system to the other has been universally positive. The program is easier to use, more flexible and more accurate.

YIELD

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passing them. The most dangerous of all is the herds of children crossing streets, sometimes without a clue about the surrounding traffic.

Slow down whenever you are in a school zone even if you can't see any children. Look for pedestrians and busses. At the beginning and end of the school day there will be a crush of cars around, dropping off or picking up a precious cargo. 25 MPH means go very slowly and watch for children.

School busses around schools move predictably but when they are out picking up or delivering their passengers they will stop in what may seem a totally random spot. They don't always stop in the middle of the street but they should always be treated as if they are blocking both lanes. Flashing red lights on a yellow school bus means STOP and wait. They are there to protect the children who might run out in front of the bus. You don't want to be the one who mows down a bunch of first graders because you were in a hurry to get to the store.



Big Trucks

Big trucks are everywhere too, and not just during the school year.

The first rule about trucks (big ones, not pickups) is that if you can't see their face in their mirror then you have to assume that they can't see you. Every vehicle has blind spots and the bigger the vehicle the bigger the blind spots. If you drive a full size pickup you have seen how a small car, close to you on the right side, can disappear from your mirrors before it reappears in front of you. For a semi, every passenger vehicle on the road is small enough to disappear from the mirrors.

Big trucks can't stop as quickly as a car or pickup and they are not nearly as maneuverable. Cutting in front of a truck that is slowing down is inviting an accident. Most trucks are driven by professionals who are paid to spend most of the day on the highways. They are monitored by the state and federal government much more closely than other drivers. Regardless of their skill, they still can't stop a loaded big rig as quickly as your car or pickup will stop. If they try to swerve to avoid your impulsive move they can flip over or run over someone else.

Most truckers are not being mean. When a truck passes another truck on the freeway it sometimes seems they pull out and then take forever to get by. I heard a trucking company safety officer explaining this. He said that one of several things may happen. There may be a small hill causing the passing truck to temporarily slow. They may be passing, but very slowly. Or, most likely, the wind drag from having two trucks side by side is enough to slow down the passing

truck to nearly the same speed as the truck he is passing. Only rarely does a truck pull out just to

YIELD

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<p>ANSWERS TO WHAT DO YOU WANT IT TO BE?</p> <p>1. (d) is a graph of expected mud weight.</p> <p>2. (d) a relative measurement</p> <p>3. (b) pumped last</p>
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YIELD

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block traffic.

Are the majority of accidents involving big rigs caused by small vehicles? Not everyone agrees. Here are two different positions. But in any case you should give big trucks lots of room on the road.

NOLO, a self-help legal website has the following posted:

“Errors made by truck drivers cause most trucking accidents. Impaired truck drivers (whether by alcohol, sleep deprivation, or use of prescription medication) make poor judgments, take unnecessary risks, and are unable to react to the dangers on our roadways. Truck drivers also contribute to accidents by driving too fast, depowering the front brakes, and improperly loading the cargo, among other things.”

Statistics from the American Trucking Association paint a completely different picture:

• A 2006 Virginia Tech analysis of two studies conducted for the Department of Transportation found that 78 percent of crashes were caused by passenger car drivers.

• AAA found in July 2002 that 80 percent of crashes were caused by car drivers.

• In fatal crashes involving a car and a large truck, 35 percent of the time the crash occurred in one of the four blind spots surrounding large trucks.

• In 2006, rear-end collisions where passenger cars strike large trucks were 2.7 times more likely than large trucks rear-ending passenger cars.

• Head-on collisions where passenger cars encroach into the truck’s lane are more than 10 times more likely to occur than vice-versa.

CUT HERE - Return Lower Portion

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SAFETY COMMUNICATION

I have read the safety bulletin titled **YIELD** in the GEO Technical Newsletter of **December 5, 2011. VOLUME XV NUMBER 3**

Print your name: _____

Signed: _____

Date: _____

Comments: _____

1. The most dangerous hazard of the Fall is _____
_____.

2. For a semi every passenger vehicle on the road is _____
_____.

3. One invitation to an accident mentioned in the article is: _____

_____.

Please answer the questions, sign, date and return to Chuck Cartwright, HES Manager within one month of publication date. Any comments would be appreciated. E-mail response accepted.

Thank You.