

Table 1

| Name | Handle | Index | Hdcp | Quota | Points | Net |
|----------|------------------|-------|-------|-------|--------|--------|
| Flight 1 | Eckhoff, Kevin | 9.5 | 7.06 | 28.94 | 29 | 0.06 |
| Flight 1 | Bryant, Charle | 12.2 | 9.97 | 26.03 | 24 | -2.03 |
| Flight 1 | Wood, Randy | 12.7 | 10.51 | 25.49 | 23 | -2.49 |
| Flight 1 | O'Shea, Tim | 5 | 2.2 | 33.8 | 31 | -2.80 |
| Flight 1 | Battaglia, Mich | 11.5 | 9.22 | 26.78 | 23 | -3.78 |
| Flight 1 | Laudenbach, F | 7.5 | 4.9 | 31.1 | 27 | -4.10 |
| Flight 1 | Adams, John | 10.8 | 8.46 | 27.54 | 23 | -4.54 |
| Flight 1 | Hill, David | 14.4 | 12.35 | 23.65 | 19 | -4.65 |
| Flight 1 | Dailey, Bernard | 7.4 | 4.79 | 31.21 | 26 | -5.21 |
| Flight 1 | Joly , Nick | 11.9 | 9.65 | 26.35 | 19 | -7.35 |
| Flight 1 | Wilson, Gary | 10.6 | 8.24 | 27.76 | 20 | -7.76 |
| Flight 1 | Biancarelli, Ed | 12.8 | 10.62 | 25.38 | 16 | -9.38 |
| Flight 1 | KOON, MICHA | 12.6 | 10.4 | 25.6 | 12 | -13.60 |
| Flight 1 | | | | | | -50.00 |
| Flight 1 | | | | | | -50.00 |
| Flight 1 | | | | | | -50.00 |
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| Flight 1 | | | | | | -50.00 |
| Flight 2 | Groesch, Joe | 15.5 | 13.53 | 22.47 | 23 | 0.53 |
| Flight 2 | ARBAUGH, JIM | 16.9 | 15.05 | 20.95 | 20 | -0.95 |
| Flight 2 | Patrick, Joel | 15.6 | 13.64 | 22.36 | 20 | -2.36 |
| Flight 2 | WEAVER, BOE | 15.2 | 13.21 | 22.79 | 20 | -2.79 |
| Flight 2 | BURCROFF, TI | 16.6 | 14.72 | 21.28 | 18 | -3.28 |
| Flight 2 | Collins, James | 17.4 | 15.59 | 20.41 | 17 | -3.41 |
| Flight 2 | Aitchison, Bro | 23.3 | 21.96 | 14.04 | 9 | -5.04 |
| Flight 2 | BURNS, RICH | 20.5 | 18.93 | 17.07 | 11 | -6.07 |
| Flight 2 | Benarick, Glen | 15.3 | 13.32 | 22.68 | 16 | -6.68 |
| Flight 2 | Trivett, Bob | 18 | 16.23 | 19.77 | 13 | -6.77 |
| Flight 2 | DAVIS, PAUL | 19.9 | 18.28 | 17.72 | 10 | -7.72 |
| Flight 2 | TRAVIS , LAR | 18 | 16.23 | 19.77 | 12 | -7.77 |
| Flight 2 | Ferguson, Kar | 14.9 | 12.89 | 23.11 | 15 | -8.11 |
| Flight 2 | Easterling, Bill | 15.8 | 13.86 | 22.14 | 10 | -12.14 |
| Flight 2 | | | | | | -50.00 |
| Flight 2 | | | | | | -50.00 |
| Flight 2 | | | | | | -50.00 |
| Flight 2 | | | | | | -50.00 |

| Name | Handle | Index | Hdcp | Quota | Points | Net |
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| Flight 2 | | | | | | -50.00 |
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| Flight 2 | | | | | | -50.00 |
| Flight3 | BRACE, KEN | 15.5 | 9 | 27 | 27 | 0.00 |
| Flight3 | BENNETT, EAM | 19.2 | 12.7 | 23.3 | 22 | -1.30 |
| Flight3 | CLARK, BOB | 18.7 | 12.2 | 23.8 | 21 | -2.80 |
| Flight3 | GRANT, JOHN | 19.4 | 12.9 | 23.1 | 20 | -3.10 |
| Flight3 | SHERMAN, PA | 14 | 7.5 | 28.5 | 24 | -4.50 |
| Flight3 | DAVIS, KYLE | 10.8 | 4.3 | 31.7 | 27 | -4.70 |
| Flight3 | ELLISON, JIM | 19.8 | 13.3 | 22.7 | 17 | -5.70 |
| Flight3 | SINCLAIR, JAC | 18.3 | 11.8 | 24.2 | 18 | -6.20 |
| Flight3 | Vandam, Richa | 15.8 | 9.3 | 26.7 | 20 | -6.70 |
| Flight3 | ROBINSON, BI | 18.2 | 11.7 | 24.3 | 17 | -7.30 |
| Flight3 | TUCKER, BOB | 19 | 12.5 | 23.5 | 16 | -7.50 |
| Flight3 | LONG, DAN | 17.5 | 11 | 25 | 17 | -8.00 |
| Flight3 | Fraser, Kennet | 9.9 | 3.4 | 32.6 | 23 | -9.60 |
| Flight3 | Wheelon, Bruc | 13.6 | 7.1 | 28.9 | 19 | -9.90 |
| Flight3 | Ebenroth, Joh | 12.4 | 5.9 | 30.1 | 16 | -14.10 |
| Flight3 | CRONIN, DON | 19 | 12.5 | 23.5 | 7 | -16.50 |
| Flight3 | | | | | | -50.00 |
| Flight3 | | | | | | -50.00 |
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| Flight3 | | | | | | -50.00 |
| Flight4 | BUCKNER, GE | 22.3 | 15.8 | 20.2 | 19 | -1.20 |
| Flight4 | Ritt, Tom | 23.2 | 16.7 | 19.3 | 17 | -2.30 |
| Flight4 | Steele, David | 23.9 | 17.4 | 18.6 | 16 | -2.60 |
| Flight4 | Locascio, Mic | 21.1 | 14.6 | 21.4 | 17 | -4.40 |
| Flight4 | Schuenemann | 25.6 | 19.1 | 16.9 | 12 | -4.90 |
| Flight4 | KENNEY, CHU | 21.5 | 15 | 21 | 16 | -5.00 |
| Flight4 | RASK, PAUL | 24.6 | 18.1 | 17.9 | 11 | -6.90 |
| Flight4 | MCMILLEN, JA | 25.6 | 19.1 | 16.9 | 8 | -8.90 |
| Flight4 | Depalermo, Jo | 21.5 | 15 | 21 | 12 | -9.00 |
| Flight4 | SELBY, STAN | 23.2 | 16.7 | 19.3 | 10 | -9.30 |
| Flight4 | DARWIN, MAR | 22.9 | 16.4 | 19.6 | 10 | -9.60 |
| Flight4 | Bailey, William | 21.8 | 15.3 | 20.7 | 10 | -10.70 |
| Flight4 | Moreland, Jim | 20.6 | 14.1 | 21.9 | 11 | -10.90 |

| Name | Handle | Index | Hdcp | Quota | Points | Net |
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| Flight4 | | | | | | -50.00 |
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| Flight4 | | | | | | -50.00 |
| Flight5 | Hatcher, Charl | 27.2 | 20.7 | 15.3 | 17 | 1.70 |
| Flight5 | JOHNSON, WA | 26.4 | 19.9 | 16.1 | 17 | 0.90 |
| Flight5 | ORNES, WALT | 30.9 | 24.4 | 11.6 | 12 | 0.40 |
| Flight5 | Barnette, Davi | 28.1 | 21.6 | 14.4 | 13 | -1.40 |
| Flight5 | Rasmussen, D | 26.7 | 20.2 | 15.8 | 14 | -1.80 |
| Flight5 | Arbaugh, Ron | 33.3 | 26.8 | 9.2 | 7 | -2.20 |
| Flight5 | Schneider, Ed | 34.8 | 28.3 | 7.7 | 5 | -2.70 |
| Flight5 | Dutkowski, Ge | 34.3 | 27.8 | 8.2 | 5 | -3.20 |
| Flight5 | LeBlanc, Don | 30.8 | 24.3 | 11.7 | 8 | -3.70 |
| Flight5 | ZMUDA, CASE | 34.5 | 28 | 8 | 3 | -5.00 |
| Flight5 | KEDA, JOHN | 31 | 24.5 | 11.5 | 6 | -5.50 |
| Flight5 | SMITH, CLYDE | 25.8 | 19.3 | 16.7 | 10 | -6.70 |
| Flight5 | JONES, VINCE | 26.5 | 20 | 16 | 8 | -8.00 |
| Flight5 | HAWLEY, GAR | 28.3 | 21.8 | 14.2 | 5 | -9.20 |
| Flight5 | JUDY, RAULY | 27.2 | 20.7 | 15.3 | 6 | -9.30 |
| Flight5 | | | | | | -50.00 |
| Flight5 | | | | | | -50.00 |
| Flight5 | | | | | | -50.00 |
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| Flight5 | | | | | | -50.00 |
| Flight5 | | | | | | -50.00 |
| Flight5 | | | | | | -50.00 |
| FlightX | Presnell, Tim | 0 | 0 | | 16 | |
| Closest to the Pin | | | | | | |
| Flight | Hole # | Player Name | | | | |
| Back | 5 | Jim Collins | | | | |
| Back | 7 | Bob Trivett | | | | |
| Back | 12 | Tim O'Shea | | | | |

| Name | Handle | Index | Hdcp | Quota | Points | Net |
|---------|--------|---------------|------|-------|--------|-----|
| Back | 16 | Tim O'Shea | | | | |
| | | | | | | |
| Forward | 5 | Bill Bailey | | | | |
| Forward | 7 | Ken Brace | | | | |
| Forward | 12 | Mike Locasio | | | | |
| Forward | 16 | John Ebenroth | | | | |
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| Name | Place | Score |
|----------|-------|-------|
| Flight 1 | 1 | 79 |
| Flight 1 | 2 | 84 |
| Flight 1 | 3 | 85 |
| Flight 1 | 4 | 77 |
| Flight 1 | 5 | 85 |
| Flight 1 | 6 | 81 |
| Flight 1 | 7 | 85 |
| Flight 1 | 8 | 89 |
| Flight 1 | 9 | 82 |
| Flight 1 | 10 | 89 |
| Flight 1 | 11 | 88 |
| Flight 1 | 12 | 92 |
| Flight 1 | 13 | 96 |
| Flight 1 | 14 | 108 |
| Flight 1 | 15 | 108 |
| Flight 1 | 16 | 108 |
| Flight 1 | 17 | 108 |
| Flight 1 | 18 | 108 |
| Flight 1 | 19 | 108 |
| Flight 1 | 20 | 108 |
| Flight 1 | 21 | 108 |
| Flight 1 | 22 | 108 |
| Flight 1 | 23 | 108 |
| Flight 1 | 24 | 108 |
| Flight 1 | 25 | 108 |
| Flight 2 | 1 | 85 |
| Flight 2 | 2 | 88 |
| Flight 2 | 3 | 88 |
| Flight 2 | 4 | 88 |
| Flight 2 | 5 | 90 |
| Flight 2 | 6 | 91 |
| Flight 2 | 7 | 99 |
| Flight 2 | 8 | 97 |
| Flight 2 | 9 | 92 |
| Flight 2 | 10 | 95 |
| Flight 2 | 11 | 98 |
| Flight 2 | 12 | 96 |
| Flight 2 | 13 | 93 |
| Flight 2 | 14 | 98 |
| Flight 2 | 15 | 108 |
| Flight 2 | 16 | 108 |
| Flight 2 | 17 | 108 |
| Flight 2 | 18 | 108 |

| Name | Place | Score |
|----------|-------|-------|
| Flight 2 | 19 | 108 |
| Flight 2 | 20 | 108 |
| Flight 2 | 21 | 108 |
| Flight 2 | 22 | 108 |
| Flight 2 | 23 | 108 |
| Flight 2 | 24 | 108 |
| Flight 2 | 25 | 108 |
| Flight3 | 1 | 81 |
| Flight3 | 2 | 86 |
| Flight3 | 3 | 87 |
| Flight3 | 4 | 88 |
| Flight3 | 5 | 84 |
| Flight3 | 6 | 81 |
| Flight3 | 7 | 91 |
| Flight3 | 8 | 90 |
| Flight3 | 9 | 88 |
| Flight3 | 10 | 91 |
| Flight3 | 11 | 92 |
| Flight3 | 12 | 91 |
| Flight3 | 13 | 85 |
| Flight3 | 14 | 89 |
| Flight3 | 15 | 92 |
| Flight3 | 16 | 101 |
| Flight3 | 17 | 108 |
| Flight3 | 18 | 108 |
| Flight3 | 19 | 108 |
| Flight3 | 20 | 108 |
| Flight3 | 21 | 108 |
| Flight3 | 22 | 108 |
| Flight3 | 23 | 108 |
| Flight3 | 24 | 108 |
| Flight3 | 25 | 108 |
| Flight4 | 1 | 89 |
| Flight4 | 2 | 91 |
| Flight4 | 3 | 92 |
| Flight4 | 4 | 91 |
| Flight4 | 5 | 96 |
| Flight4 | 6 | 92 |
| Flight4 | 7 | 97 |
| Flight4 | 8 | 100 |
| Flight4 | 9 | 96 |
| Flight4 | 10 | 98 |
| Flight4 | 11 | 98 |
| Flight4 | 12 | 98 |
| Flight4 | 13 | 97 |

| Name | Place | Score |
|-----------------|-------|-------|
| Flight4 | 14 | 108 |
| Flight4 | 15 | 108 |
| Flight4 | 16 | 108 |
| Flight4 | 17 | 108 |
| Flight4 | 18 | 108 |
| Flight4 | 19 | 108 |
| Flight4 | 20 | 108 |
| Flight4 | 21 | 108 |
| Flight4 | 22 | 108 |
| Flight4 | 23 | 108 |
| Flight4 | 24 | 108 |
| Flight4 | 25 | 108 |
| Flight5 | 1 | 91 |
| Flight5 | 2 | 91 |
| Flight5 | 3 | 96 |
| Flight5 | 4 | 95 |
| Flight5 | 5 | 94 |
| Flight5 | 6 | 101 |
| Flight5 | 7 | 103 |
| Flight5 | 8 | 103 |
| Flight5 | 9 | 100 |
| Flight5 | 10 | 105 |
| Flight5 | 11 | 102 |
| Flight5 | 12 | 98 |
| Flight5 | 13 | 100 |
| Flight5 | 14 | 103 |
| Flight5 | 15 | 102 |
| Flight5 | 16 | 108 |
| Flight5 | 17 | 108 |
| Flight5 | 18 | 108 |
| Flight5 | 19 | 108 |
| Flight5 | 20 | 108 |
| Flight5 | 21 | 108 |
| Flight5 | 22 | 108 |
| Flight5 | 23 | 108 |
| Flight5 | 24 | 108 |
| Flight5 | 25 | 108 |
| FlightX | | 92 |
| | | 108 |
| losest to the P | | 108 |
| Flight | | 108 |
| Back | | 108 |
| Back | | 108 |
| Back | | 108 |

| Name | Place | Score |
|-------------|--------------|--------------|
| Back | | 108 |
| | | 108 |
| Forward | | 108 |
| Forward | | 108 |
| Forward | | 108 |
| Forward | | 108 |
| | | 108 |
| | | 108 |
| | | 108 |