

Greg Koontz Airshows Support Document

Performance Requirements

- Fuel: 100LL- Five gallons per performance, four gallons per VIP/Press ride, up to 36 gallons for the Super Decathlon
- Engine Oil: One case AeroShell 15w/50 oil with Super Decathlon
- Smoke oil: 5.5 Gallons approved smoke oil product for each required performance
- Transportation: One full sized car (four adults and bags) with required fuel
- Accommodations: One business quality room for Super Decathlon crew, three Business quality rooms for Alabama Boys crew
- Aircraft storage: Aircraft must be stored inside enclosed hangar with security
- Safety: Performers must be provided cold water & food while required to be on site plus availability of air conditioned rest area

References

- Titan Aerobatic Team / Alan Henley (205) 822-9161
- Patty Wagstaff (904) 806-5778
- Florida International Airshow / Bob Hall / (941) 704-8200
- Clay Perkins, FAA (205) 876-1316

Announcer Sequence Text

- Enter airshow box from right w/ multiple rolls
- Snap on top of a loop
- Hammerhead with rolls up and down
- Square loop
- 1/2 loop with roll (Immelman turn)
- “Waldo Pepper” outside loop (5 negative G’s!)
- Split “S” turn around
- Inside to outside Cuban Eight
- Hammerhead w/1/2 roll up/negative push out
- Inverted to inverted 4-point roll
- Inverted 1/2 loop turn around
- 3/4 vertical roll (6 positive G’s!)
- 1/2 Cuban 8 turn around
- Low-level Cuban Eight
- Hammerhead with rolls up and down
- Low level 8-Point roll
- 1/2 loop to inverted
- THE INVERTED RIBBON CUT (whew!)
- Enter airshow box rolling from left
- 1/4 vertical roll to Humpty-Dump
- 1/2 vertical roll to Humpty w/snaproll down
- Low level round-house loop
- Hammerhead turn around
- The Super Decathlon Tumble
- Low Level Multiple rolling pass
- Old fashioned barrel roll
- Knife Edge Pass (traditional “wave” goodbye)

Greg Koontz Biography

Greg Koontz learned to fly in 1969 getting his Private Pilot Certificate when he turned 17 years old. In his senior year in high school, Greg restored a 1946 Piper J-3 Cub in his mother's garage and flew the antique plane for 300 hours to gain experience for a flying career. Before turning 18, he sold his Piper Cub, using the money to take lessons for his commercial pilot certificate and all the pilot ratings he would need to pursue the pilot profession. Well before that birthday, Greg was working as a flight instructor and attending Business College at the University of Montevallo in Alabama.

At age 20, Greg got his start in the airshow business when he bought another Piper Cub from Ernie Moser in St. Augustine, Florida. Soon Ernie was calling Greg wanting to borrow back the Cub to use it in his traveling airshow called Ernie Moser's Flying Circus. Greg agreed to lend Ernie the use of the Cub if he could perform in the airshow doing a comedy act. Ernie agreed and after the first show Greg was hired to perform in all the shows the flying circus did. Greg soon was working full time for Ernie Moser and his son Jim Moser living in St. Augustine, FL. As the years went by he learned more aerobatics and other airshow skills. Ernie let Greg perform his famous "World's Smallest Airport" stunt where he lands on a moving pickup truck. Jim Moser taught him to perform low level aerobatics in the Great Lakes Bi-Plane and later in the Super Decathlon. Greg stayed with the flying circus until deciding it was time to "get serious work" and pursue a corporate flying career in 1981.

Until 2002 Greg flew jet aircraft for a corporation in Alabama and performed airshows in his spare time. Greg is known throughout the USA and parts of Latin America as the foremost authority on the Super Decathlon aircraft. Besides doing an inverted ribbon cut 15 feet above the ground in airshows, Greg specializes in teaching pilots how to fly aerobatics in his Super Decathlon.

Today Greg is a full time airshow and aerobatics professional. Greg and his wife Cora run a Bed & Breakfast on a private grass strip in Ashville, AL. The B&B is home for Greg's busy aerobatic school and airshow business. Since 2003 he has been sponsored by American Champion Aircraft which supplies him with new Super Decathlons to demonstrate in front of millions of people each year. You can find out more about Greg Koontz Airshows and how you might learn aerobatics at his B&B by checking out www.gkairshows.com .

Greg Koontz Airshows



THE PILOT

Greg started flying airshows in 1974, performing comedy acts in a J-3 Cub for Colonel Moser's Flying Circus. In 1975 he took a full time position with Col. Moser at Aero Sport, Inc. in St. Augustine, Florida. There he taught aerobatics and flew in the flying circus all over the southeast and many parts of the Caribbean. During his years with Aero Sport, Greg developed solo aerobatic routines in the Bellanca Citabria, Great Lakes biplane and the Bellanca Decathlon.

Using the J-3 Cub, he developed his comedy act, and with the help of Col. Moser's son Jim, resurrected the World's Smallest Airport act by landing the Cub on a moving pick-up truck driven by Jim Moser. Greg Koontz, Jim Moser and their mentor, Jim Holland, formed Aero Sport Flying Circus, which provided complete airshows to many southeastern customers. Their program included skydivers, comedy acts, formation routines, the smallest airport act, and even a routine with two biplanes tied with a length of chain. In 1977 he took on the Super Decathlon as his distinctive airshow mount.

Greg has over 22,000 flight hours in over 165 different aircraft types. He has spent his career as a flight instructor, charter pilot, and corporate flight department manager, flying everything from Cubs to Jets.

Today Greg runs a bed & breakfast aerobatic school on a private airstrip in Alabama. You can attend his unique school and receive personal instruction while staying at **Sky Country Lodge**.

Greg specializes in basic aerobatic courses and upset training. Check it out at www.gkairshows.com

THE PLANE

American Champion Super Decathlon

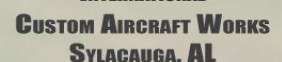
Rate of Climb	1280 fpm
Max Speed	155 mph
Service Ceiling	15,800 ft
Max Gross Weight	1950 lbs
Useful Load	600 lbs
Acrobatic Limit Loading	+6, -5 G's

THE ROUTINE

- Avalanche
- Hammerhead with ¼ rolls
- Square loop
- Tail slide to inverted
- Waldo Pepper outside loop
- Push up to a humpty-bump
- Inside-outside Cuban 8
- Hammerhead with ½ roll & push out
- Inverted 4-point roll
- ½ inverted Cuban 8
- Full Cuban 8
- Hammerhead
- Slow rolls
- Reverse 1/2 Cuban 8
- INVERTED RIBBON C
- Center stage humpty-bump
- ½ vertical roll with hump
- Old fashion loop
- Hammerhead with ¼ rolls
- The Super D Tumble
- Multi rolls
- ½ Cuban 8
- Barnstormer's barrel roll
- Knife edge pass (performers wave to the crowd)

GREG KOONTZ AIRSHOWS

PLEASE MENTION THESE FINE SPONSORS:



Greg Koontz Airshows

The Act

Greg Koontz flies his Super Decathlon through a solo aerobatic routine that demonstrates the agility of this popular aerobatic mount. Going far beyond the expectations of most pilots who fly and train in the Super D, Greg Koontz finds the limit with a complete set of outside loops, vertical rolls, snaps and tumbles, and inverted passes.

The Super Decathlon sits on your flight line appearing simple and conventional. It is easily identifiable by the average pilot and airshow fan as something similar to the aircraft they might be flying. But on take-off that impression ends. Greg Koontz changes the pace right away with an immediate roll to inverted and sharp outside turn out. The unexpected is what this act is all about, and the Super D continues to give it throughout the performance.

Unlike the big-engine, high-speed aircraft headlining most shows, the Super Decathlon will stay down low and up front for the entire routine. It has big smoke, great noise and the diversity a show needs. Topped off with the classic low inverted ribbon cut, this act is one they go home talking about.

The Aircraft

The Decathlon and Super Decathlon entered production in the early 1970s, the result of a long design evolution begun in the 1940s. The current model is the premier trainer and best selling aerobatic airplane today--a training/sport plane built for competition.

The Super Decathlon has a Lycoming AEIO-360 engine with 180 horses and inverted fuel and oil systems. Its large wing allows for tight maneuvering and slower entry speeds, allowing for close and up-front performances. The Super D is certified for the whole list of aerobatic maneuvers, including outside loops, vertical rolls and accelerated stalls.