

Greg Koontz Lives His Dream:

FLYING

CIRCUS

REVIVAL

2005





**W**hen an airplane is flying upside down, it should look like it's upside down, right? And if you're gonna learn to fly, you ought to learn in a taildragger, right? And how can anyone deny that landing an airplane on a car or truck isn't just as cool today as it was 50 years ago? Toss in a Pitts Model 12 – the newest, oldest aircraft in the airshow business – and

really looked upside down when it was inverted – the Super Decathlon. Regarding the Pitts 12? "Gotta dream," said Greg. The Cub landing on a truck? "I may revive it," he said at the time. Well, he did it. Koontz rolls into the 2005 season with his nostalgic Flying Circus, complete with small airport, little Cub, big Pitts, and the trusty Decathlon.

Nostalgic is a good one-word description of Greg himself. He bought his first airplane, a restored Piper Cub, in 1974, and performed his first airshow act – a comedy routine – before turning 21. The act was part of "Col. Moser's Flying Circus," headed by Ernie Moser in St. Augustine, Florida. Flying for Ernie, Koontz learned to perform the "World's Smallest Airport" routine. During his early career, his day job was as a flight instructor.

In 1981, he began a stint as a corporate pilot, but returned to airshow flying in 1994 after purchasing the Decathlon. He broadened his airshow business to include spin training, tailwheel transitions, upset recovery, aircraft ferrying, aircraft sales, and – well, if it's got something to do with airplanes, talk to Greg. Having punched the corporate clock one last time, Koontz now devotes all of his time to his passion.

Greg's 2005 revival is a clear statement about that passion. The Cub-on-Truck is an old, family-oriented airshow act. The Super Decathlon is a classic, low-powered airplane – and he squeezes enough blood from this turnip to open the eyes of those who understand its limitations. The Pitts – a radial engine Pitts? How old can a new airplane look?

Greg's season generally begins at the Ilopango Airshow, San Salvador, El Salvador. Then it's back to the States for several shows each month, generally in the southeast. Contact Greg via [www.gkairshows.com](http://www.gkairshows.com)



(Top) Dressed in character as an overalled farmer, Greg Koontz (a.k.a. Clem Cleaver) "steals" the Cub, flies it topsy-turvy all over the field. He disappears, and later returns to land it on top of his pickup truck platform.

(Above) Last year, Greg dreamed of adding a Pitts Model 12 to his act. He did it.

(Left) The man behind the Flying Circus Revival first performed the Cub-on-Auto landing in 1974.



you'd have a portrait of Greg Koontz and his Flying Circus Revival, 2005.

When we interviewed Greg Koontz in 2003 for a feature in *World Airshow News*, the only reality of his Flying Circus Revival was the airplane that