Performance Requirements

- Fuel: 100LL - Five gallons per performance, four gallons per VIP/Press ride, up to 36 gallons for the Super Decathlon and 10 gallons for the Cub prior to departure
- Engine Oil: One case AeroShell 15w/50 oil with Super Decathlon, one case AeroShell 100 Plus with Cub
- 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: Each 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

- AeroShell 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](http://www.gkairshows.com).
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:
The Alabama boys arrive at the airshow as a bunch of misfits from the hills of the Deep South with no idea of how to act in the city.

Clem Cleaver......................Greg Koontz  
Grandpa..........................Tommy Foster  
Uncle Bob.........................Robert Dugger  
Beaver Cleaver....................James Koontz  
Bob the instructor..............We use a local talent  
Dog.................................Rat Dog  

Clem approaches the announcer and interrupts him to argue that he is here to redeem his certificate he bought in 1983 from Bob's flying School for an introductory flying lesson. After two attempts Clem comes back (at his scheduled time slot) and finally persuades the announcer that he must give him his lesson now.

Clem goes out to the Cub for his lesson and ends up accidentally taking off in the Piper Cub without his instructor!

After three crazy passes followed by three attempts to land Grandpa says “I’ll get him down!” and shoots at the Cub! Clem loses a tire that drops to the ground!

Uncle Bob in the Truck drives off to get Clem with the truck. Clem lands on top of the truck and they taxi by the crowd for a victory wave. The finale is Clem taking off from the truck and waving to the crowd.
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.
**The Alabama Boys**

**Super Decathlon** Greg Koontz flies this agile plane through an up-front & low solo aerobatic routine with a complete set of outside loops, vertical rolls, snaps and tumbles and inverted passes, ending with the famous inverted ribbon cut!

**Comedy Routine** is flown in the 1946 Piper J-3 Cub. It starts with Greg dressed in character as farmer Clem Cleaver, barging onto the announcer’s stand, demanding a flight lesson. Later in the show, his “instructor” props the airplane, and off goes Clem, solo on his first flight. He flies it topsy-turvy all over the field, when suddenly Grandpa shoots off one of his tires! But Clem can put anything on his faithful pickup truck, so he lands the Cub on it. The 12 to 15 minute acts are performed throughout the eastern United States using ground-level & unlimited waivers. Greg has been flying airshows since 1974, when he joined Col. Moser’s Flying Circus.

Sponsored by American Champion Aircraft, Inc.; Electronics International, Inc.; PS Engineering, Inc. Hooker Harness Company; Oregon Aero; MT-Propeller; David Clark Company, Inc.; Para-Phernalia, Inc.; Aero Cosmetics, Inc.; Champion Aero-space, Inc.; PPG Automotive Paints; Custom Aircraft Works, Sylacauga, AL

<table>
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<tr>
<th>COMPANY</th>
<th>Greg Koontz Airshows</th>
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<tbody>
<tr>
<td>CONTACT</td>
<td>Greg Koontz</td>
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<td>2546 Slasham Road</td>
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</tr>
<tr>
<td>WEBSITE</td>
<td><a href="http://www.gkairshows.com">www.gkairshows.com</a></td>
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**PERFORMANCE**

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<tr>
<td>DURATION</td>
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<tr>
<td>FIRST YEAR</td>
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<tr>
<td>WAIVER</td>
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**REQUIREMENTS**

| HOTEL | 1 double room |
| VEHICLE | 1 full-size car |
| HANGAR | Required |
| FUEL | 6 gallons 100LL per aircraft/performance |
| SMOKE OIL | 5.5 gallons per aircraft/performance |

**REFERENCES**

AerShell Aerobatic Team – Alan Henley (205) 822-9161 • Indianapolis Airshow – Scott Goy (800) 968-7491 • Michael Manisco Airshows – Michael Manisco (516) 359-9948 • Bill Jeff Airshows – Bill Jeff (937) 369-3344 • Florida International Airshow – Bob Hall (941) 704-8200