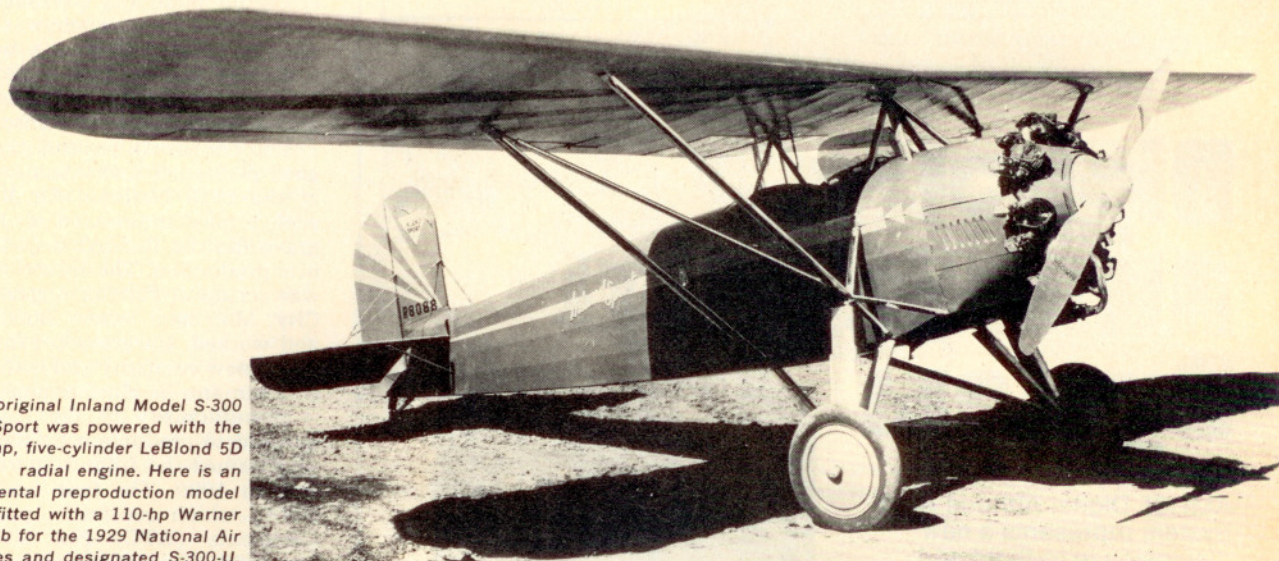


Yesterday's Wings

The Inland Sport



The original Inland Model S-300 Sport was powered with the 60-hp, five-cylinder LeBlond 5D radial engine. Here is an experimental preproduction model fitted with a 110-hp Warner Scarab for the 1929 National Air Races and designated S-300-U.

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INLAND SPORT

Specifications and Performance

	S-300	W-500
Span	30 ft	30 ft
Length	19 ft 10 in	19 ft 4 in
Wing area	144 sq ft	144 sq ft
Powerplant	Le Blond 5D, 60 hp @ 1,800 rpm	Warner Scarab 110 hp @ 1,850 rpm
Empty weight	768 lb	916 lb
Gross weight	1,292 lb	1,490 lb
High speed	100 mph	130 mph
Cruising speed	85 mph	112 mph
Landing speed	35 mph	45 mph
Initial climb	680 fpm	1,200 fpm
Ceiling	12,000 ft	19,670 ft
Range	425 mi @ 4.5 gph (24 gal)	470 mi @ 7 gph (31 gal)
Price	\$3,845 (1929)	\$4,985 (March 1930) \$4,580 (April 1931)

■ ■ One of the significant events of the year following Lindbergh's flight across the Atlantic was the introduction of a number of new, small, air-cooled radial engines designed for use in light airplanes. Up to that time, there was no lightplane industry as such, and the few, small, individual designs that were flying depended mainly on imported European engines.

One of these homebuilts, powered with

a French Anzani radial, was a snappy parasol monoplane built in 1927 by Dewey Bonebreaker. Parasol monoplanes were still a novelty in that biplane-dominated era, but Bonebreak's ship had another unique feature for two-seaters of the time—side-by-side seating. This was common in the bigger three-seaters—with the pilot in a single cockpit aft—but was a rarity in smaller ships.

For small planes, it made sense by



Final production model of the Inland line was the R-400 Sportster with a 90-hp Warner Scarab Jr. Later refinements like steerable tailwheel, low-pressure tires, and conveniences like an electric starter couldn't help sales in the face of the depression.

eliminating center of gravity shifts with changing pilot and passenger weights. A negative characteristic was the proportionally greater drag of a wide cockpit with two sets of heads and shoulders sticking up in the airstream plus the added drag of the wider fuselage.

The Bonebreak parasol proved to be a good performer and when demonstrated at the 1928 National Air Races, made such a good impression on Arthur Hargrave that he decided to put the design into production. The Inland Aviation Co. was set up at Fairfax Airport in Kansas City, Mo., near where Bonebrake lived and worked. Hargrave became president of the new company and installed Milton C. Baumann as chief engineer.

Manufacture of the airplane, as adapted to production by Baumann and now named the Inland Sport, got under way in 1929. The first model was the S-300, which received Approved Type Certificate (ATC) No. 259 in October 1929. This was powered with the Le Blond 5D, a new five-cylinder 60-hp radial. The fuselage was welded-steel tubing and eased the entry problem by incorporating a door on the right side. The tail surfaces were also of tubing. The two-piece, wood-frame wing had two 12-gallon tanks in the roots and a transparent section for upward visibility behind the rear spar. The whole ship was fabric covered. Price was \$3,845.

While the product was good, its timing was not. It came on the market just at the start of the Great Depression. Sales were few in spite of good performance in its class and a substantial price reduction. Only 15 S-300s were sold.

One precertification model was designated S-300-U. Fitted with a 110-hp Warner Scarab radial, it was entered in several private pilot events of the 1929 National Air Races, where it made an excellent showing. It also set an altitude record of 19,700 feet for its class. This success led to a production version, the Super Sport W-500, which received ATC 315 in March 1930. Again, not even a price drop of nearly \$500 could bring the customers around, and only half a dozen W-500s were sold.

Le Blond, meanwhile, had improved its little Model 5D radial into the 5DE, which produced 70 hp and made a significant difference in the performance of the S-300. Conversions to an improved S-300E model with the 70-hp Le Blond were offered at the factory for \$1,230, and the refurbished airplanes qualified for a new ATC, 342, issued in July 1930. No S-300Es are known to have been built as such; all five were conversions.

One of the S-300s became the sole S-300-DF with an 85-hp Le Blond. This did not get an ATC but was licensed under the Category 2 Approval 2-270.

The final version was the R-400 Sportster with the 90-hp Warner Scarab Jr. This little five-cylinder model has been so thoroughly eclipsed by the enduring fame of its seven-cylinder big brother that it is virtually unknown and is frequently mistaken for a Le Blond, a Lambert or, when fitted with bayonet-type exhaust stacks, a Kinner. The R-400 got ATC 343 in July 1930 also, but less than a dozen were sold.

Inland, along with many larger and better-established firms, finally succumbed to the depression and closed down in 1932. Out of approximately 30 Sports and Sportsters built, six survive today in the hands of the antiquers, a truly remarkable percentage of survival for a rag-and-tube design, last built 45 years ago. □



One of six Inlands surviving today, an R-400 Sportster. The ring cowl is not a latter-day adulteration; cowls and wheel pants were available options in 1930.