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## **Harold E. Morehouse Flying Pioneers Biographies Collection - Sellers, Matthew B.**

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Sellers was so grief stricken by the thought that his plane had caused the death of his friend that he terminated his tests and left Kentucky, vowing never to return. He soon realized he could not dismiss his aviation interests and in January 1912 Sellers was a technical editor for Aeronautics magazine in New York. In that capacity he was an active contributor of valuable articles on propellers, aerodynamics, control and stability problems.

In early 1914 Sellers started flying his Quadraplane again at Oakwood Heights flying field on Staten Island. There Sellers met with a serious accident on August 14, 1914 while taxiing at dusk. He hit a deep rut jolting him into the propeller, nearly severing an arm. He did regain the use of it but never attempted to fly again.

During 1915 Sellers became a technical assistant to Thomas A. Edison on the U.S. Navy Consulting Board at Washington, D.C., where he remained through World War I.

After the war he opened a consulting aeronautical engineer's office in New York which he continued for some time. During 1925-1926 Sellers built another Quadraplane with a conventional fuselage, tractor propeller and normal 2-wheel landing gear and tail skid. This plane was then flown some by aviator McMullin of the Curtiss Company who reported a quite satisfactory performance.

During his later life Sellers made his home at Ardsley-on-the Hudson on the river above New York city. There he passed away on April 5, 1932 at age 63, survived by his wife and two sons.

Flying Pioneer Matthew B. Sellers was a material contributor to the very early era of aeronautical research and investigation of the problems of flight. Simultaneous with the Wright Brothers he made his own wind tunnels and instrumentation to test and measure aeronautical analysis. Following this he probably did more than any other person to successfully construct ultra-light aircraft that would fly and carry a man on very little power. His very noteworthy accomplishments were most unusual in the annals of Early American Aviation History.

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