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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~~ this tragedy that he ~~terminated~~ stopped his tests and left Kentucky, vowing never to return. He soon realized he could not dismiss his aviation interests and in January, 1912, ~~he became~~ Sellers was ~~he became~~ a technical editor for Aeronautics magazine in New York. In that capacity he was a ~~active~~ frequent 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~~ Sellers met with ~~he had~~ 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 an office in New York as a consulting aeronautical engineer and this continued in this profession for some time. During 1925-1926 Seller built another quadraplane with a conventional fuselage, tractor propeller, 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 April 5, 1932, at age 63, survived by his wife and two sons.

Flying Pioneer Matthew B. Sellers was an important contributor to the very early ear of aeronautical research a contemporary of the Wright Brothers, he made his own wind tunnels and instrumentation to test and measure aeronautical factors. He probably did more than any other person to successfully construct ultra-lift aircraft that would fly and carry a man on very little power. His noteworthy accomplishments were most unusual in the annals of Early American Aviation History.

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