GEORGE H. VOLLER (1889-1954)

Prescott

George Harlow Voller was born in Ohio in 1889. Very little is known about his early life. He was said to be "the son of a mining man," and he may have seen military service during the WWI period. By 1921, he was ranching in the Skull Valley district of Arizona.

While in Skull Valley, George became friends with a nearby ranching family, the Shupps. He and 20-year-old Helen Shupp grew close and the couple were married in the Shupp home in November 1922.

By 1928, the family, now with two children, had moved to Prescott, where George worked at the Zip service station. It was around this time that he began flying. It's likely that he received instruction at Prescott during the summer of 1929 when Copper State Airways and Prescott Air Service were operating at Ernest A. Love Field. However, that isn't certain and he may have trained in Phoenix or elsewhere. In any case, he received his private pilot license in 1930 and purchased an American Eagle A-129 biplane, registration NC627E. This was the first airplane to be owned by a Prescott resident and based at Prescott. He also built the first permanent hangar at the field.



George Voller's American Eagle A-129 biplane. This was the first airplane to be owned by a Prescott resident and based at Ernest A. Love Field. (Sharlot Hall Museum Library & Archives)

At some point, George opened his own service station on the northeast corner of S. Montezuma St. and E. Carleton St. In 1946, after many years, he sold the station. It was reported that he would take a "long-deserved" vacation and then open a machine shop.

George Voller was among the stalwart group that kept Prescott's airport alive during the Great Depression. Importantly, he and Louis Price remained active in airport affairs during the entire decade. Their efforts were bolstered by the other pilots who flew from Ernest A. Love Field for varying periods during the 1930s. George advocated for the airport and helped maintain it. Late in her life, Helen Voller recalled the times she and her young daughter, Mildred, walked the runways, removing rocks and filling prairie dog holes.

George served on the Aviation Committee of the Yavapai County Chamber of Commerce. In addition to his love of aviation, he was active in masonry, reaching a very high position. George became ill in late 1953 and was sent to the Veterans Administration hospital in Long Beach, Calif. He passed away there on January 13, 1954.