



Waves crash along the shore of Falcon Cove Beach between the unincorporated community of Arch Cape to the north and Oswald West State Park to the south.

Mark Graves/The Oregonian

Tragedy: Coast Guard searched by helicopter

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The U.S. Coast Guard searched for the boy by helicopter, but were unable to find him. The search was suspended at sunset on Saturday.

In a GoFundMe page set up for the family, the girl was identified as Lola and the missing boy was William.

The page describes “a tragic accident at Cannon Beach when a sneaker wave crept up onto the beach trail they were walking on and pulled them out to sea.”

The page — www.gofundme.com/f/stiles-family-support — said that Stiles is recovering from hypothermia at Providence Seaside.

“The Stiles/Romaine families want to thank everyone for their thoughts and prayers and especially the support of the first respond-

ers and Coast Guard during this horrific tragedy for our family. First responders have reported that they were on an off beach trail and when the waves came up and pulled them in,” the families said in a statement.

“Our hearts as you can imagine could not be more broken as both children were loved beyond measure by our entire family and so many others.

“We are requesting support to help the Stiles family with funeral expenses as well as the grief and trauma supports for the parents and extended family to recover from such a tragic loss.”

The Coast Guard urged the public over the weekend to stay away from jetties and rocks along the shore because of the dangerous surf.

A high surf warning and a coastal hazard message were issued for the North

Coast, which was experiencing king tides.

“After this tragic weekend, the (Coast Guard) stresses shoreline safety. The ocean is powerful and unrelenting. Always have situational awareness,” the Coast Guard said on Twitter.

Joanne Cornelius said she had just finished taking photos of the breathtaking waves and extreme high tide outside her home when a frantic woman pounded on her window and asked her to call 911.

“It’s a dangerous beach. It’s a thing that people have to be aware of in winter at the beach at the Oregon Coast. There’s dangerous waves and when the signs are up, people have a tendency to walk right by,” said Cornelius, who recalled seeing the family heading toward the beach a few minutes earlier as she returned from photographing the waves.

“It was tragic, just absolutely tragic.”

After she called 911, she was patched through to the Coast Guard and directed them to the Falcon Cove area, a rugged and rocky stretch of beach.

Then, she saw a grim procession: The girl’s body brought up the path and to an ambulance, followed by her father, in shock and distraught as he was bundled into a car with warming blankets.

A woman with the group was in hysterics, with blood on her face, Cornelius said.

“I tried to get her to go into my house to warm up, but she refused. She was wearing no shoes and she was soaking wet,” Cornelius said.

Nicole Bales and R.J. Marx of The Astorian and Gillian Flaccus of the Associated Press contributed to this report.

Port: Airport is thought of as a critical piece of infrastructure with an understated regional impact

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The former military airport, transferred to the Port after World War II, has undergone a series of improvements over the past few years, starting with runways and drainage and moving to taxiways. Work on the apron, where airplanes park and refuel, will start in 2021.

The Port has faced consternation over how to pay for local matches on federal grants, with revenue drying up from a log export market decimated by a trade war between the U.S. and China.

Will Isom, the Port’s executive director, said the agency has no immediate plans on how to pay for the airport grant match.

“I think there’s a bigger discussion to be had going forward on sort of the business model of the airport and what that looks like,” he said. “I do think, however, at this point, with all the construction to taxiways and ramps that we’ve done over the last few years, it is important that we finish off that project and get the apron repaired.”

The Port could use money from a special revenue fund to pay for the apron project if necessary, Isom said. The Port is also in line for a \$150,000 state Department of Aviation grant to be awarded next month.

Despite funding difficulties, the airport is thought of as a critical piece of infrastructure with an understated regional impact.

The Columbia River Bar Pilots bring ship captains to and from all incoming and outgoing oceangoing vessels by helicopter

from the airport. The Coast Guard oversees search and rescue, fisheries enforcement and law enforcement on federal waters from the air station.

“The airport is much more of a provider than to private airplanes that are hangared there,” Commissioner Robert Stevens said. “The airport really is not a flying club. This is a part of the Port of Astoria that helps sustain the community.”

The Port should soon be clearly in the black operating the airport after a couple of lease negotiations and real estate transactions underway, Gary Kobes, the airport manager, said.

The Port’s Airport Advisory Committee is weighing several recommendations for making more money, from food carts to campgrounds. The committee is also discussing whether to recommend spinning the airport off into its own special district.

Kobes, 74, is lining up several maintenance projects and funding before he retires in the coming year. He has managed the airport as a contractor for nearly five years.

“The airport has been part of the Port for 80 years ...” he said. “It’s not been a big revenue-generator for the Port district in that time, but I think it’s really helped serve the economic development mandate the Port has.

“I just sometimes think we need to not be viewed as the red-headed stepchild,” he said. “How you do that in the structure of the organization moving forward, and the mission of the organization moving forward, that all needs to be played out.”

Waste: Next collection is scheduled for Feb. 8

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“It’s been about five years since we’ve had a household hazardous waste (collection) event, so there’s probably a lot of pent up desire to remove their stuff,” McNickle said.

McNickle said the facility has been a top priority for the public health department, and a decade in the making. The facility is funded through tipping fees and there is no cost to drop off materials.

The materials accepted include flammable and hazardous products, including cleaners, paints, stains, thinner products, pesticides, herbicides, fertilizers, automotive or recreational boat fluids, batteries, propane tanks, fluorescent lights and aerosol products.

Some types of waste, including medications, syringes, explosives and asbestos, will not be accepted.

McNickle said having the facility next to the dump is important.

“This facility will serve to reduce the amount of household hazardous waste from



Nicole Bales/The Astorian

Waste from the facility is trucked to Clean Harbors, a waste management service in the Portland area.

entering Oregon landfills and — consequently — reduce the environmental impact from these hazardous materials being improperly disposed,” he said.

He said having a local facility will also hopefully prevent people from pouring toxic liquid products down the drain.

The facility functions like a drive-thru. Workers unload the substances from vehicles and sort them into bins based on the type of waste.

The facility is equipped to test unknown substances. There are also protections in case of fire or spills, as well as methane mitigation under

the building that can test and collect methane.

“This is a pretty modern building. It’s made to withstand a lot,” McNickle said.

Once the waste is sorted, a semitruck is backed into the facility and loaded. The waste is then delivered to Clean Harbors, a waste management service in the Portland area.

“I am very excited to see this facility open,” McNickle said. “It’s been a long journey and couldn’t have happened without the amazing collaboration between local, state and private partners.”

The next collection is scheduled for Feb. 8.

McCall: Beauty bar offers facials, waxing and more

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In October, McCall launched her own business, Blessed Beauty Bar — in the former home of Malama Day Spa — right at the crossroads. The beauty bar offers a range of services, including lash extensions, facials and body and facial waxing.

McCall, 21, grew up in Happy Valley, outside of Oregon City, and hadn’t considered moving to Clatsop County until recently. She looked at places like Oregon City — not small enough — and Canby — still not small enough. Molalla? Nope.

McCall was close to her grandmother and had spent weeks in the summer in Astoria

visiting her. As McCall and her now-husband looked for a place to live, a recent visit provided a Goldilocks-style conclusion: Clatsop County was just right.

In the Portland area, she had family, but they were spread far apart and everyone’s lives were very busy.

“We never saw each other,” McCall said. Now, she is a mere five minutes away from her grandmother, cousins and other relations.

“I’ve never had family in my backyard before,” she said.

McCall began working at Malama Day Spa. She worked nonstop, got married and, at one point, promised her husband, “I’ll start work-

ing less.”

That’s when Malama’s owner told her she was letting the business go. It was an opportunity McCall felt she couldn’t miss.

McCall became interested in beauty as a job in high school. People tried to discourage her from going to beauty school and urged her to go to college instead. But now she’s on the other side and she’s glad she followed her own plan.

McCall’s business and the space she provides to other independent contractors is very different from what her great-grandfather who opened the Les Schwab built. But, she said, “I think I can appreciate more taking that leap of faith.”

News Release

For immediate release



Ohana Media Group – Astoria

IMPORTANT CHANGE FOR ON-AIR AUCTION 2020

Each year listeners eagerly anticipate our annual On-Air Auction which has been presented live every January for the last 35 years on our radio stations covering the North Oregon and Southwest Washington coast.

This year, due to technical issues we are addressing, the On-Air Auction cannot be broadcast on our lead station KAST AM.

But the show will go on.

Listeners have the option of hearing the broadcast on any one of four radio stations we operate serving the area.

Beginning at 9:00 am on January 18th, 2020 the Auction will be simulcast on the following:

- KCRX 102.3 FM
- The Eagle 103.9 FM
- Clammy 99.7 FM
- The Beach 106.3 FM

To participate in the auction all you need is a radio and phone to call in your bid as the items are announced. No pre-registration required.

Additionally, we operate a special online store beginning auction day with items from local stores and service businesses sold at a hefty discount. See it at www.coastradioauction.com