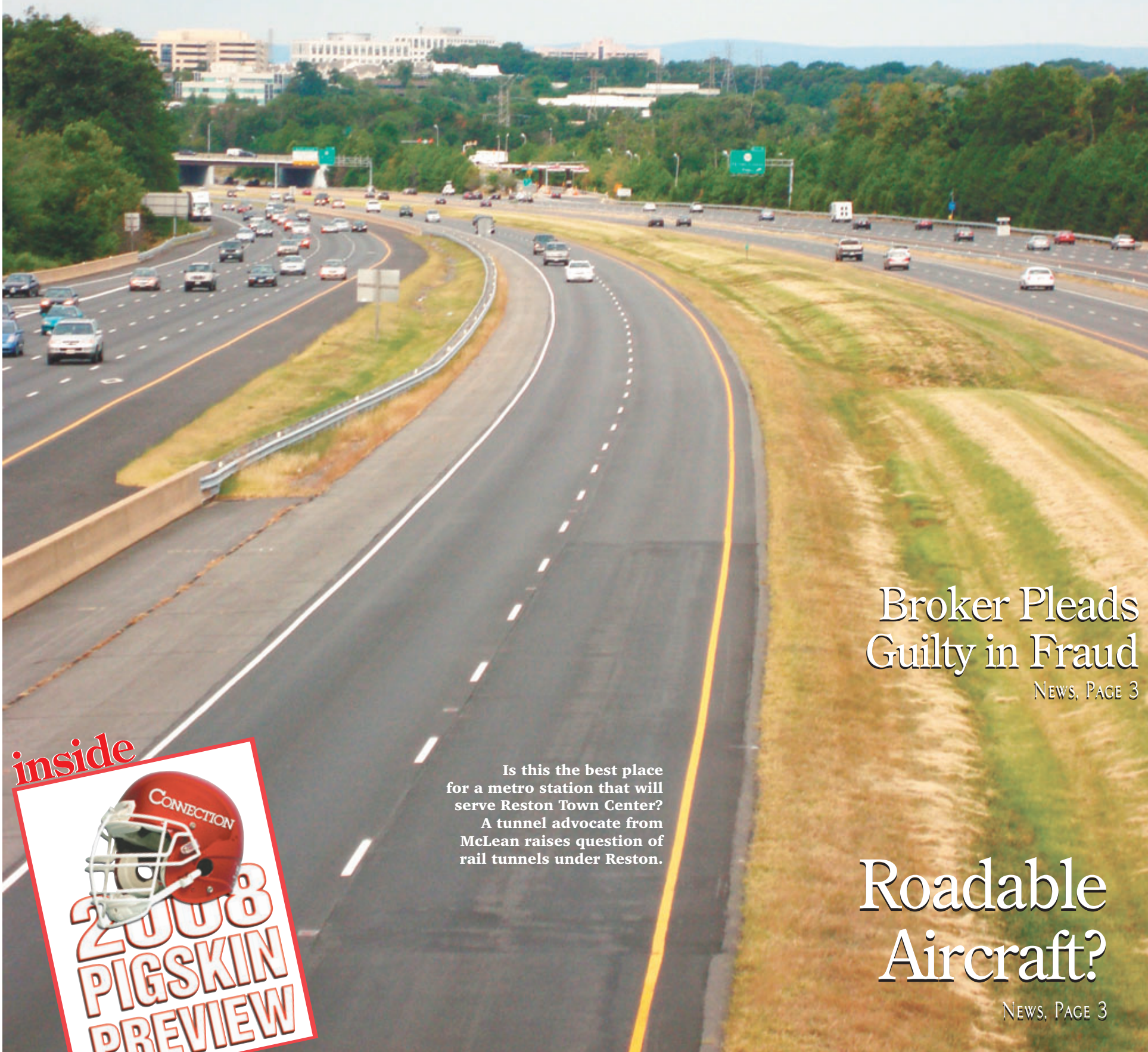


Town Center Station?

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Broker Pleads Guilty in Fraud

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inside



2008 PIGSKIN PREVIEW

Is this the best place for a metro station that will serve Reston Town Center? A tunnel advocate from McLean raises question of rail tunnels under Reston.

Roadable Aircraft?

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Building Roadable Aircraft

Former South Lakes gymnast seeks to develop new type of vehicle.

BY MIRZA KURSPAHIC
THE CONNECTION

It was more than 15 years ago that Joe Caravella was driving home to Reston from Purdue University in Indiana when he received a speeding ticket. An Aeronautical and Astronautical Engineering major at Purdue, Caravella thought it ironic that an aircraft would clock his speed. He began to calculate the square footage and the weight of the minivan he was driving.

"I was thinking to myself, 'There is no way something like this couldn't fly,'" said Caravella,

I haven't extended myself in terms of technology."
— Joe Caravella, founder of Caravella Aerospace

now a 36-year-old resident of Sherman Oaks, Calif. Armed with a master's degree in aeronautical and astronautical engineering and experiences that include a program at the NASA Langley Research Center, Caravella quit his job of 10 years at Rocketdyne and founded Caravella Aerospace. His mission is to build an affordable — less than \$50,000 — roadable aircraft, not a flying car, by 2010. He has completed the mock-up model of the vehicle, which he displayed at the Experimental Aircraft Association's (EAA) AirVenture show in Oshkosh, Wis., from July 28 to Aug. 3.

Caravella believes there is a market for the product he is developing, although it is targeted to adventurous types. The current vision is to make the vehicle available in build-it-yourself kits. "It's not going to be for everyone," said Caravella. "It has to be an adventurous person willing to build their own airplane," he said.

Besides being used as a recreational aircraft, Caravella believes the vehicle could also serve for commuter purposes. The driver would take the motorcycle engine-powered vehicle to the airport, convert it into an aircraft and fly off into the skies. For commuting distances longer than 50 miles, Caravella believes the single-seat vehicle would prove an efficient means



Joe Caravella with his mother Pat Rosetti, father Joe Caravella, Sr., and father's wife Susan Caravella at the 2008 EAA AirVenture exhibition.

PHOTOS CONTRIBUTED



The mock-up model of the single-seat roadable aircraft Caravella Aerospace is developing at the 2008 EAA AirVenture exhibition in Oshkosh, Wis.

of transportation. "People are forced to live farther and farther from their place of work," said Caravella.

ANOTHER PERSON who thinks the roadable aircraft could become a useful commuting tool is Steve Schroeder, one of Caravella's best friends and a fellow 1989 South Lakes graduate and Seahawks gymnast. Schroeder, an employee at the Navy, said the market for the aircraft exists, but not in the Washington, D.C., area, because of flying restrictions around the nation's capital. "There are a lot of locations in the country where people are commuting long distances," said Schroeder. With people concerned about fuel economy and traffic congestion, he said, the vehicle Caravella is developing is "another way we can get some people off the road."

Schroeder reflected on the construction

of High Occupancy Toll (HOT) lanes on the Capital Beltway in the region and said that building such lanes for takeoffs and landing of roadable aircraft in the future should not be overlooked. "Twenty years down the road there could be HOT lanes, or airlines, where you can land your roadable aircraft," he said.

The reasons why Caravella thinks his roadable aircraft will work are more science fact than fiction, he said. The technology is not complicated and already exists. "The technical side of making it work is pretty straight forward," he said. "I haven't extended myself in terms of technology."

Caravella said he is not looking for funding for his project, although he would not turn away monetary dona

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Town Center Station?

RCA considers rail extension through Reston.

BY MIRZA KURSPAHIC
THE CONNECTION

The current plans for the Rail to Dulles extension have received much criticism in Tysons Corner and surrounding areas, including McLean and Vienna, for its aerial design. Those favoring the tunnel option are not giving in to the aerial alignment of the rail extension and are bringing the fight for the tunnel to areas west of Tysons Corner.

"What we would really like is to bury that Toll Road."
— Mike Corrigan, RCA Director

Scott Monett, president of TysonsTunnel.org — a coalition of businesses and citizens committed to raising the tunnel option as a consideration — said the current design of the extension is not only harmful to

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Real Estate Broker Guilty Of Fraud

The president of a Vienna real estate firm pleaded guilty Friday to defrauding clients of more than \$1 million.

Rajasekhar Marni, 47 of Reston, pleaded guilty to federal wire fraud and money laundering during a hearing Friday, Aug. 22 in federal court in Alexandria.

Marni faces up to 30 years in federal prison and a fine of \$500,000 and must make full restitution, according to U.S. Attorney Chuck Rosenberg. U.S. District Court Judge T. S. Ellis, III is scheduled to sentence Marni in October.

Marni, the president of Loanworth Corporation, Inc. in Vienna, defrauded three sets of clients of more than \$1 million, according to Rosenberg and Joseph Persichini

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Engineer Credits SLHS Friends

FROM PAGE 3

tions. He believes he has enough money of his own to build the prototype. However, he is looking for participation and support from the public. "Give us the vote of confidence to continue to be successful," said Caravella. Volunteers willing to contribute expertise and time to the project are also welcome, he said. Caravella added that he is focusing on building a working prototype, still a couple of years away, before he takes care of the business side of promoting and selling the roadable aircraft.



PHOTOS CONTRIBUTED

A Styrofoam hang glider Joe Caravella built as a junior at South Lakes High School in 1988 with friend Tim Loomis.

AS A STUDENT at South Lakes High School in the late 1980s, Caravella displayed engineering passion, talent and knowledge. He designed his own radio-controlled model airplanes and built hang gliders, a hovercraft and a jet-powered skateboard, all before graduating from South Lakes in 1989. He also held a pilot's license and commanded a Cessna on his own. He credits living under the patterns of airplanes flying into Dulles Airport for his interest in aviation. His interest in technological gadgets and engineering was influenced by something else entirely. "Probably James Bond movies and Star Wars, also, playing with Legos," he said. Other things that helped develop Caravella's interest, he said, were the proximity of the Academy of Model Aeronautics headquarters and National Model Aviation Museum — in Reston from 1983 to 1991 — and the Smithsonian Air and Space Museum in downtown Washington, D.C. The support of science teachers at South Lakes was also important, but so was the support of his best friends and fellow Seahawks gymnasts, who worked together to build the science projects.

"We were more the science and math type people," said Schroeder. The four South Lakes gymnasts in particular — Caravella, Schroeder, Tim Loomis and Don Thorstenson — always worked on science projects together. They all also majored in different sciences, such as mechanical engineering, chemistry, systems engineering, physics, mathematics and geology. "Between the four of us, we covered all the hard sciences," said Schroeder.

"I thought it was great," said Joe Caravella, Sr., about all of the projects his son undertook at South Lakes and earlier at Terraset Elementary and Langston Hughes Middle schools. "As a parent I was very pleased," he said, adding that his son had the gymnastics and the science avenues to keep him engaged while at school.

Another thing that was great, said Joe Caravella, Sr., is that those same boys that helped him build projects while growing up in Reston are now helping his son succeed in the biggest project he ever undertook. As Joe Caravella

made final preparations for a mock-up model for the EAA show in July, Schroeder and Thorstenson made their way to California to contribute in building the roadable aircraft. Thorstenson also helped with the vehicle's design.

"I certainly consider myself very lucky," said Joe Caravella of his friends' support.

"These kids are thinking out of the box, and are secure in their jobs," said Joe Caravella, Sr., whose younger son John, a 1991 South Lakes graduate, is teaching beach volleyball in the Los Angeles area. "Again, I give credit to Reston and the schools," said Joe Caravella, Sr. "All I did was take advantage of the opportunities presented."

To learn more about the roadable aircraft and Caravella's work, visit the Caravella Aerospace Web site at <http://caravella.aero>.

Mechanics and Regulations

The vehicle is powered by a motorcycle engine while on the road and is designed as a reverse tricycle, with two wheels in the front and one in the back. The driver's cockpit is enclosed. The wings are folded to the vehicle, which would be registered as a motorcycle in most states.

The driver would take the vehicle to a local airport and convert it into an airplane, unfolding the wings, extending the tail, converting certain cables, disengaging the rear wheel and engaging a propeller to power the aircraft. A light sport pilot's license from the Federal Aviation Administration (FAA) would be required to operate the aircraft.

Since the vehicle is required to take-off and land at an airport, traffic regulations would not have to be altered. It would be treated as a motorcycle on the roads leading to and from an airport and as an aircraft when it is converted at the airport. As an aircraft it would follow existing flight regulations at airports and once it is airborne.



From left, Sonya Schroeder, Don Thorstenson, Steve Schroeder, Tina Thorstenson and Joe Caravella at Steve Schroeder's wedding.

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