

I do not have and never had a Facebook, Twitter or Instagram account. To date, four Imposter accounts have been taken down with your help.

I started flying at 9, along the Chicago lakefront with a CFI. My dad did not have a pilot's license. Grandpa spent \$10,000 on an old Cessna 150 (N5286Q) for my 10th birthday. It would break down often. I was inspired by a pilot from the David Letterman Show named Jamail Larkins—he flew solo in Canada at 14 as opposed to 16 in the US. In Canada, they teach you how to spin aircraft and fly low, something that is not required in the US. (Huron Flight Centre.) I was born and raised in Chicago, not a suburb. I vote in Chicago and do jury service in Cook County.

At 10, I had bought an engine rebuild stand, cheap eBay red tagged (damaged) crankcase/crankshaft/cylinders/pistons/etc to repeatedly practice building and tearing down an O-200A engine in the foyer outside my bedroom on the second floor of my home in hopes of one day rebuilding my Cessna's engine.

I was 11 when I bought 10 acres of the West Texas Spaceport for \$2,000 so I could one day work for Blue Origin in West Texas. By the time I was 12: my dad had started flying and earned his private pilot's license; I had flown FAA1 w/the FAA Administrator; and helped my IA (mechanic) rebuild my Cessna 150's timed-out engine.

At age 12, I used the serviceable spare parts from my old Cessna engine (my IA, his daughter and I had rebuilt the factory Cessna engine with mostly new parts) and other serviceable (non-red tag) parts from various vendors to build up my kit aircraft engine with Teledyne Continental Motors, Rolls-Royce, and Superior Air Parts.

Between 12 and 14, I assembled a Zenith Zodiac standard-build airframe kit (N5886Q) and in the process put in 95% of its 15,000 rivets. About a dozen other people put in rivets, including a kindergartner, first grader and several other Edison Regional Gifted Center classmates. N5886Q's total cost, including trailer & tools, was \$36,000.

I soloed in Canada in my Cessna 150 at 13 years, 364 days and several hours old, '14-enough' as Transport Canada would say. That same day, the Jeff Bezos' letter arrived, offering to hire me, and I applied for the FAA to accept my Canadian solo certificate so I could solo in the US that year. I then enrolled in the Illinois Mathematics and Science Academy, a boarding high school. MIT notarized my airworthiness paperwork on my completed aircraft in January of 2008. The FAA MISO accepted my certification of airworthiness after an inspection and my airplane flew its maiden flight (dad) the next clear day.

I purchased my first motorcycle, a new Harley 883L, for dealer cost, \$5,000, at 15 and then got my L permit and a \$300 Honda. I then earned my M permit. The FAA never approved my age waiver. I turned 16 but no one I knew would sign me off to fly my kit airplane since a dozen people flying 601XL kits had died at that point. I found a CFI, Tron Guy from the Jimmy Kimmel show, who signed me off in Minnesota after flying with him in his airplane. I flew the airplane I had built on my first US solo in August of 2009 at 16. I flew only within KARR's airspace. I then failed my motorcycle exam at 16. I passed my driver's license exam at 16. I finally passed my motorcycle exam at 16 on my 1977 Honda XL175. I also owned a 1972 Honda CB450 and a 1985 Honda CB125S at that time. I took the ACT and SAT but did not take any College Board Advanced Placement exams and had no college credits going into university. I did not apply to a 'safety school.'

My application for early admission to MIT was denied in December of 2009. I was wait listed by MIT in March of 2010. I was rejected by Harvard in April of 2010. That same week, I decided to move to Cambridge after a Harvard Nobel Laureate offered me a choice of two positions—a lab assistant position at Harvard Physics for Professor Lene Hau or a patent clerk position for his patent lawyer daughter in Boston.

I was admitted to MIT off the wait list in May of 2010 with the help of the above-mentioned Nobel Laureate, a Nobel Laureate from MIT, a Guggenheim Medal winner, a Secretary of the Air Force, and MITe's Peggy Udden.

I was going to bring N5286Q, the Cessna, to MIT but MassPort would not issue an airport security pass to a 16-year-old. I was going to bring my CB450 to MIT but my insurance would have quadrupled. My three years at MIT were awesome. They admitted me to their grad program in early 2013. The next day, Harvard admitted me. I graduated #1 at MIT Physics--the first girl to win the MIT Physics Orloff Scholarship award; and tied for the top overall GPA at MIT Institute wide: 5.00. Harvard is awesome as well. They are the only two universities I have ever applied to. I now ride a Honda CBR300R. MIT Admissions issued their inaugural Honorary Early Action Tube to me last Fall, nunc pro tunc December 16, 2009. I wear my pair of Louboutin simple black 100mm pumps at major talks. Harvard is free. MIT cost \$92,833. With compound interest over the years, MIT/Great Lakes Servicing is now owed \$135,093. A 5.00 at MIT is different than a 5.0 since one can earn a 5.0 at MIT with ALL A-s and 1 B-.

Here is an essay I wrote in 2010: [1.pdf](#) and here is my take on the Ozy title: [ozy.pdf](#).

[“arXiv Identifier Indexing of Video Recorded Talks” 8/10/2017](#) This is wishful thinking, but there would be great value in indexing existing videos of talks to the arXiv papers referenced therein or, even more optimistically, production of short videos meant to accompany new arXiv-ed papers. In the most ambitious manifestation, authors or their graduate students could explain their papers in a linked YouTube video. In a more practical implementation, since physics talks include a listing of relevant papers, creation of a simple 'arXiv identifier based video search' would allow a reader to trace these attributions backward to find relevant video content by the author allowing one to view not only the talk but audience reactions as well as the answers to questions. A effort along similar lines would be to promote recording of journal clubs, for which many graduate students already divide interesting arXiv papers and prepare explanatory talks--but the distribution of their work product is minimal to non-existent. Here, recording and quality control are more variable, but much of the work as far as preparing content is already being done. This compilation would be particularly helpful for reviews of 'classic' physics papers which are less likely to be the topics of recent talks on YouTube, i.e. wouldn't be indexable in the manner suggested above. As to why an author might benefit from putting the time into making a video — he or she could explain their position in a more intuitive manner than the formalities of publication allow, as well as do so 'once and for all' — a way to avoid repeated explanations and a 'go read the paper' response which can be unintentionally off putting or unrealistic re: time commitment. Meanwhile the indexing of existing videos is something that can be done with what is currently available.

(I am just throwing this out there in case someone at a hackathon is in want of an idea. :O)

I am just a grad student. I have so much to learn. I do not deserve the attention. -S

