

In the "The New Yorker" article written by Lawrence Wright, the church as well as Tom Cruise's attorney are quoted as denying my involvement in some of the personal projects I did for Tom Cruise at the behest of David Miscavige. Some of the other media that has picked up on this story have also made some assumptions and altered some of the facts.

To set the record straight, here is my account of exactly what happened and how involved I and other Sea Org members were in each of these projects.

The church as well as Tom Cruise's attorney are lying in an attempt to cover up the truth. And that truth is that DM had Sea Org staff spend thousands of hours doing personal projects for Tom Cruise while being paid \$50.00 per week as their salary by the church.

Fortunately, I took a lot of photos of things I worked on over the years. Here are some of those photos that show what really happened.



This is me. At the Int Base, Gilman Hot Springs, California, in the Cine Castle Sets and Props area. I am assembling a gift from me to Tom Cruise which is a model of a P51 Mustang that is painted the same as his Triumph Rocket III, his Honda Rune and DM's Harley Davidson Street Rod.



15 feet away on a bench are the original custom painted parts of Tom Cruise's Honda Rune. The Rune was a gift to him from Steven Spielberg. It was custom painted by a set painter artist who worked on Tom's movie, War of the Worlds. It is supposed to look like the red growth in the movie. Notice the decal sheet for the P51 Mustang lying on the same bench.



Here is a close up. I refused to paint over this artwork and had Yvonne Gonzalvez pick up all new parts for the Rune so we could preserve the gift from Spielberg and make the Rune in candy apple red without destroying this artwork. All the original parts shown here were last seen in a wood crate at the Int base sitting on the floor of the motorpool workshop in April 2010 the day before I left.



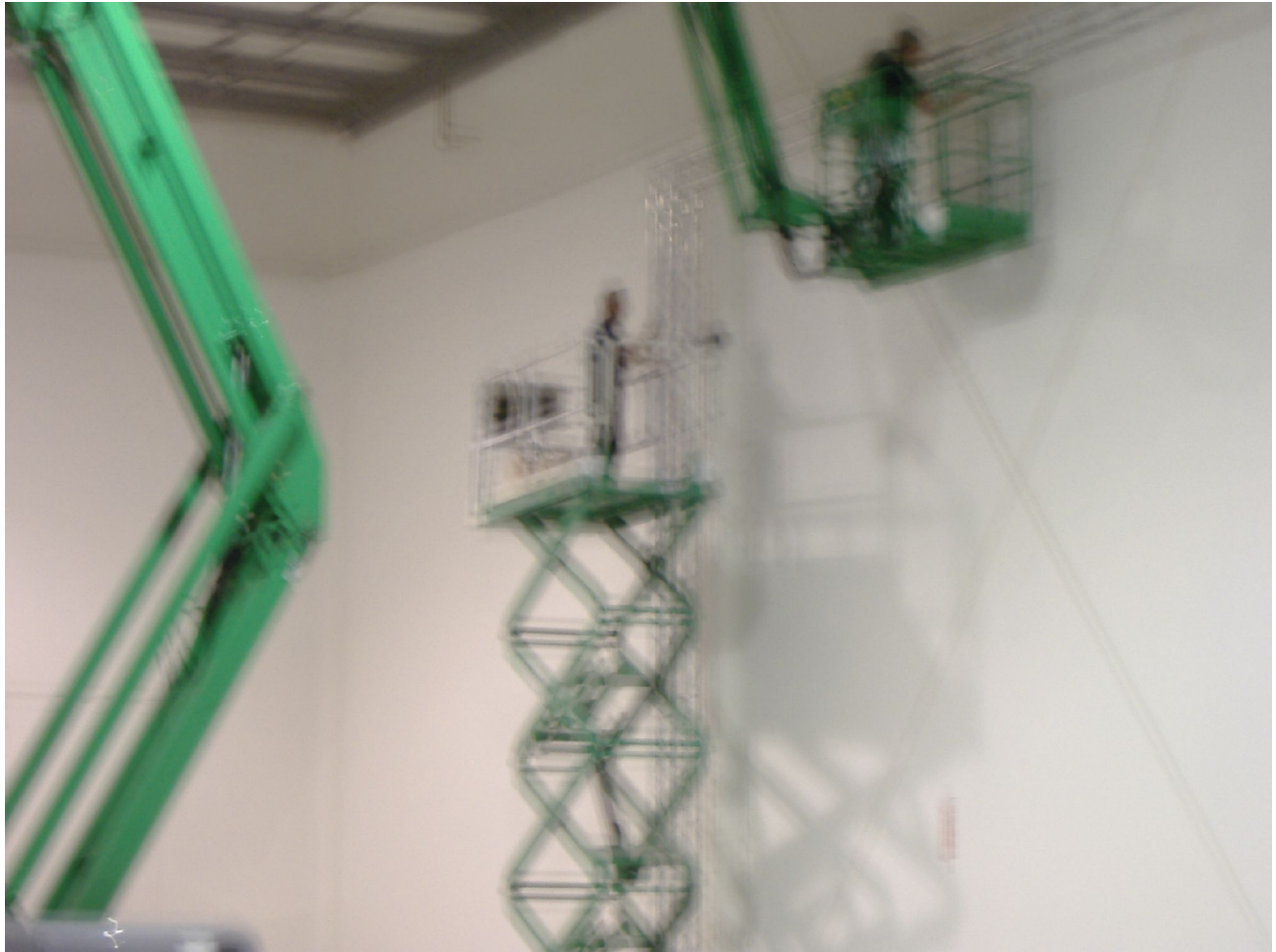
Here is another shot of the P51 model in my hand. Notice the freshly painted fenders and gas tanks in the background drying in the sun to the Triumph Rocket III and the Honda Rune. This is north of the Cine Castle at the Int Base in Gilman Hot Springs, against the perimeter wall.



I took this photo at Gilman Hot Springs in front of "Building 50" which was built as the administration building for Religious Technology Center International. DM's custom painted Harley Davidson Street Rod in the Center. Tom Cruise's Triumph Rocket III on the right and his Honda Rune on the left. I did a lot of the painting myself. But I also enlisted the help of two other Sea Org members in the Cine Division of Golden Era Productions (Clark Morton and Diane Kemp) to paint these three bikes.



Here's Tom and Katie at the opening of "War of the Worlds" in Los Angeles on the Honda Rune.



Adam Lewis, Sea Org member posted in the Cine Division at Golden Era Productions on the boom, me on the scissor lift. Installing the main wall aluminum trussing system in Tom Cruise's hangar at Million Air aviation services in Burbank, California. A professional rigger was hired by Yvonne Gonzalvez to specify what we needed and to do the installation. He installed the two smaller hanging trusses on the right and left side walls. Yvonne and I decided that he would take too long to do the larger main wall. We decided to do it ourselves. When he came back to do the installation the next day, we already had it done. He then hoisted the signs in place. We did the rest.

All this trussing was part of tricking out Tom's hangar for him. Designing, fabricating and supervising the whole job was a gift from DM. Tom paid for all the materials, but 99% of the work was done by Sea Org members. And they were paid \$50.00 per week by the Church while doing this. Huge 3 dimensional signs to hang from this truss system were designed and manufactured in the Cine Sets and Props area at Golden Era Productions by Sea Org members. Hundreds of man-hours were spent doing this. Huge draperies to hang behind the signs were sewn at Golden Era Productions as well.



Closer and less blurry shot of me.



And an even better shot of both of us.



Another shot of me.



And another shot of me clamping the truss system to the structural post of the hangar building.



Adam Lewis on a lift installing draperies behind the one of the custom built signs.



General establishing shot showing the inside of Tom Cruise's hangar at Million Air at the Burbank Airport. All ten of the custom built signs are hung. All the draperies behind them are installed. The signs and draperies were completely manufactured at the Int Base in Gilman Hot Springs entirely by Sea Org members who were posted in the Cine Division of Golden Era Productions. They were paid \$50.00 per week as their regular Sea Org salary while doing this. No contractors were enlisted in the manufacture of any of the signs or draperies. Notice the Ford Excursion custom limousine I built for Tom Cruise parked in there.



Closer shot of the Excursion in the hangar. See my P51 model on the desk in the background?

The Excursion Limo has a story of its own.

In January 2006, Yvonne Gonzalves, Sea Org Member and DM's personal driver contacted me to visit a facility in Ontario, California where she was having a brand new Ford Excursion customized as a special limousine for Tom Cruise and Katie Holmes. Katie was pregnant with Suri and Tom wanted a new vehicle complete with a baby seat for the expected new arrival. Yvonne purchased the brand new Excursion from a Ford dealer (Santa Margarita Ford) using her special Church discount as she had purchased dozens of Ford products all over the world for the Church and had good connections high up in Ford Motor Company. Tom Cruise paid for it, but she cut the deal for him.

Yvonne was at American Custom Coach at 1521 S. Vineyard Ave, Ontario, CA, 91761. This was a company owned and run by a Brazilian gentleman named Charlie Mello. This company primarily built custom vehicles and trailers for law enforcement and the emergency medical profession. I believe it is no longer in business. Charlie may have gone back to Brazil, or has since moved to Utah and started a company there, as he told me he was planning to do in March 2006 when I last saw him.

At any rate, Yvonne was, at the behest of DM, getting this company to build a custom limousine for Tom Cruise. Tom already owned a Ford Excursion limousine custom built by Becker Automotive Design in Oxnard, CA. I don't know how it came up exactly, but DM found out that Tom wanted a "better" one now that Katie was expecting and took on the task of showing Tom how he could get an excellent product for a spectacular price and Yvonne got put onto making it happen. (A typical scenario)

Well, Yvonne got really over her head on this one. Charlie in Ontario had no idea what he was doing and building such a vehicle was way out of his league. Charlie confided in me that Yvonne had pressured him into doing it when he initially tried to decline as he felt he wasn't equipped to provide such a high level product.

He was trying to build a customized raised roof and had seriously botched it. This is when Yvonne called me and had me visit his facilities in Ontario so that I might look at what he was doing and perhaps give him some guidance on how to get his roof modification disaster on the rails.

I inspected the vehicle and told him what I felt was incorrect and advised him on how to do it properly. He re-did the roof based on my advice (or so I thought at the time) and continued with his project.

As the weeks went on, Yvonne kept trying to get me further involved in this project. She would ask me to go by every week or so to "check" on Charlie's progress and to take photos and send them to her. She would send these photos and reports on up to Laurisse and DM showing how the project was doing "excellently and on schedule and within budget". The project was actually doing terribly and was dragging on and overspending. She was falsely reporting in fact.

I wanted nothing to do with the project. I could see that it was a guaranteed trainwreck and expressed my concerns to Yvonne many times but she refused to accept that reality. I did what I could to keep my involvement as minimal as possible.

But, Yvonne managed to rope me in very heavily towards the end of the project around March 2006. She had been promising to DM and Laurisse all along that all was fine and on-schedule and that it was nearing completion and beautiful and spectacular. I kept telling her that Charlie's work on it was

not moving and, not only that, was very sub-standard and quite unacceptable.

D-day came. I ended up at Charlie's place in Ontario for about 2 days and nights straight, along with Martin Reid (Sea Org Member, Chief Electrician Golden Era Productions) and Lars Bystrom (Sea Org Member, Cabinet Maker / Finish Carpenter Golden Era Productions), doing a complete lick and promise patch job trying to get the vehicle done and presentable. It was hopeless. We were gilding a turd really in the true definition of that phrase. But Yvonne wouldn't admit it. She pushed on and insisted that we "finish" it.

Tom Cruise's personal driver, Josh Harris (employee of Tom Cruise, not a Sea Org Member, but getting involved in Scientology doing some basic courses) showed up. It was actually his responsibility to get this vehicle for Tom, but Yvonne was "showing him how it's done, Sea Org style, a la DM". He was freaked when he saw it. He had no idea what to do. He looked at Yvonne for a solution. She looked at me and saw that I felt it was a useless train wreck. She was between a rock and a hard place. She had been reporting up all along how well the project was going. DM was now demanding to see the completet vehicle NOW so that he could deliver it to Tom as a beautiful gem that he "took care of" for him.

We pulled it out of Charlie's place and Yvonne decided to take it to a place in Simi Valley owned by a guy named Josh Villepigue. The company was called Integrated Innovations at 2360 Shasta Way # E, Simi Valley, California 93065. This guy was a contact of Yvonne's. She had called him out to Charlie's to look at the disaster in the last few days and see if he could help. We were now driving it there to somehow get him to "fix" it. The stereo system and fancy flatscreen TV was a mess. So was the leather upholstery. Josh in Simi Valley had an in-house upholsterer and was a specialist in high end automotive sound systems.

On the way there, we (Josh Harris driving the new rolling disaster, me in my personal Ford Excursion and Yvonne in one of her church-owned vehicles) stopped to get gas. This was the Limo's first time in the sun. It was painted black. Charlie's roof modification job started warping, buckling and cracking in the heat. Seems he just smoothed everything up there with gallons of Bondo with no fiberglass reinforcement. It was a mess!

Yvonne chose to ignore it. She said that we could fix it later and that no one would notice. Yeah, right.

Anyway, Integrated Innovations told Yvonne she should tear the thing apart and start over. They were pretty blunt about it. She had no choice though. That was not an option. She persuaded them to make it look "good" and then the next day she picked it up and drove it to The Author Service's Inc. Building on Hollywood Blvd. to show DM and present it as a "done" project.

I drove back to Gilman Hot Springs. I finally got in bed for my first night's sleep in about 3 days. I was pretty out of it.

It wasn't over yet. I was woken up about 11 pm by Russ Bellin, Sea Org Member and Commanding Officer of CST (Church of Spiritual Technology). Seems I was in big trouble with DM over this Excursion Limo project. As I was scrambling out of bed trying to get dressed, I received a couple phone calls from Laurisse. These were the kind of calls where you can tell DM is right behind her telling her what to say. She told me that the Excursion was the biggest piece of shit she and DM had EVER seen. She told me to get down to LA to ASI on the double. She told me that Russ Bellin would

be bringing me. She told me that I had better bring a black boiler suit (implying that I would surely be going to the RPF as black boiler suits are the traditional RPF garb). She called me again as we were driving down and told me that "you had better hang on to your balls, DM is going to rip them off".

So I was being driven to LA by Tom Willis and Russ Bellin. Tom was one of Russ' staff in CST. Russ was trying to find out what the deal was and what happened. I told him my short version of how it was a wrecked project from the git-go and that Yvonne was now caught out and I had been roped in too. He, rightly so, pointed out that I should have refused to work on it if it was such a mess and that I should have reported it earlier on to Laurisse and DM so that it could be corrected. Sounds good in theory, but things around DM aren't always that easy. Especially when you have someone like Yvonne who is a chronic liar, yet is for some reason held in high favor by DM and very protected.

So we get to ASI. DM and Laurisse are out in the garage looking at this Excursion Limo. DM is furious. It is a total piece of crap and he sees that it is. Yvonne and I both get a good solid screaming at. Russ Bellin is given the job to "handle it". DM is really in a spot now. What does he tell Tom Cruise? He's been showing Tom all the photos and glowing reports from Yvonne! He decides to have Tom come over to ASI the next day and see what a piece of shit the project is. He basically throws me and Yvonne under the bus and tells Tom how horrible we are. He then tells Tom that he is personally now taking care of it and is getting Tom a proper vehicle.

Russ Bellin and his staff track down a used Ford Excursion Limo that was built by Becker Automotive Design. They get it spiffed up real fast over a couple week period and it gets delivered to Tom Cruise by DM. (What the hell has Tom Cruise's limo got to do with LRH Tech preservation???)

So, done deal. DM isn't concerned with the Excursion project anymore.

But I was still pretty miffed by all this. The piece of crap Excursion was hidden away completely out of sight in the lowest level of the ASI parking garage. It was just sitting there, destined to molder and rot indefinitely. It had no purpose anymore as a different Excursion had been purchased to fill the need.

It is now mid-May 2006. I am a completely useless piece of shit in DM's eyes. I need to do something. There is well over \$50,000.00 of Tom Cruise's money sitting wasted in that piece of crap Excursion. That doesn't sit well with me.

So I contact Yvonne and demand the keys to it. I go to LA and pick it up and drive it to Gilman Hot Springs. I pull it right in the middle of the Golden Era Mororpool workshop.

I spend the next 6 months completely tearing it apart and rebuilding it. I tear off Charlie's messed up roof and redo it properly. I gut the interior and throw out practically everything. I start again, from scratch, and build it right. About 2000 man-hours personally by me. I make it into a custom Limo like no other ever built.

DM doesn't know anything about what I am doing. Yvonne knows though. She is helping me by getting the money to pay for all the materials from Odin Productions (Tom Cruise's company). Once Yvonne sees that it will now get done properly, she reports up on it to Laurisse and DM. He approves of what is being done but is not paying too much attention to it as Tom Cruise does not know about it and is happy with his other Excursion.

DM has one demand though. He insists that the interior custom moldings be fabricated with CNC technology (Computer Numeric Control). This is where you draw the actual pieces in 3D on a computer and then they are cut out precisely by computer controlled machines. I disagree as I am only building one of these. CNC is great for mass production, but a single vehicle is really just a prototype and is more rapidly built by hand. The quality and precision is indiscernible from CNC.

But I am forced to get it all drawn on computer as "DM knows best". This adds a couple unnecessary weeks to the project.

I enlist the talents of QC Strom, a Sea Org Member posted at Golden Era Productions in the Cinematography Special Effects Unit. He spends about a dozen hours under my supervision measuring the interior of the vehicle and drawing the trim pieces in 3D. I then get other Sea Org members who work in the Sets and Props Construction Dept. at Golden Era Productions to help me cut out the three dimensional molds and fabricate the plastic vacuum-formed trim pieces. I obtain the help of Clark Morton, Peter Csezarik and Shawn Morrison who all work in Sets and Props.

I also have the help of Walter Wilkens, who works in Props and is familiar with fiberglass and resins, to help me redo the botched roof modification.

From Golden Era Productions' Estates Division, I get Mats Markowicz, Chief Engineer, to help me with some modifications and welding of the steel floor in order to lower it. I get several hundred man-hours assistance from Gary Conley who works in the Carpentry Mill. He helps me with lots of fine cabinetry, custom burlwood veneer manufacturing and construction of custom power seats. Other help is gotten from Erica Allcock who also works in the Carpentry Mill and Elizabeth Dowswell who is the custom painter in the Carpentry Mill.

A lot of work by Sea Org Members and they all know who the vehicle belongs to. But the vast majority of the work was done by me.

Following are some photos that document a lot of what I have covered above.



Early January. One of Charlie's workers doing electrical modifications under the dash.

Friday - January 20th 2006

Odin Productions

Item	Job	Technician	Completion	Comments
01	Upholster side valances make fit	Luis	01/20 DONE	
02	Install surveillance cameras and run wires	Luis		
03	Upholster divider wall	Luis	01/20 DONE	
04	Install rear back up lights	Jorge	01/20 DONE	
05	Install new wheels and tires	Jorge	01/20 DONE	
06	Fit front console and prep for upholstery	Jorge	01/20 DONE	
07	Reinforce side consoles and prep for upholstery	Thomas	WIP	
08	Run auxiliary 12 volt system wires for rear system	Nicolas/ Thomas	WIP	
09	Run 110 ACV wiring system with power outlets	Nicolas/Thomas	WIP	
09	Audio system run wiring	Ron	WIP	

In attempt to get Charlie to speed up, Yvonne had him type out a "to do" list for each day and tape it up on the vehicle's window. Charlie did this for about 3 days and gave up as nothing was getting done on it and specifications from Yvonne kept changing mid project.



Two months later, around 25 March, Charlie is a bit further along, but nowhere near done yet. The metal contraption in the foreground is supposed to be a mount for a baby seat that goes between Tom and Katie's seats.



Here's the badly warped and cracking roof. This is when the Excursion was parked at ASI, before I picked it up.



I cut out the poorly constructed roof panel. Here it is. The Excursion is sitting in the middle of Motorpool Dept of Golden Era Productions in Gilman Hot Springs.



Walter Wilkens, Sea Org Member and Golden Era Productions staff member, helping me with roof repair.



New ballistic level fiberglass roof panel bonded in place.



Then the whole roof was sealed over with several layers of heavy woven fiberglass roving and resin. Again, all this work done mostly by me with Walter's help, in Motorpool facilities at the Int Base.



Roof repair done. Excursion about to be taken to DC Autocraft, 25/57 East Providencia Avenue, Burbank, California 91502 for a completely new paint job. DC is Yvonne's company of choice for any work done on DM's cars, Tom Cruise's cars and any other high end celebrities. They know her really well there.

Note the level of dissassembly I took the interior to. All Charlie's work is removed and the vehicle is a bare metal skeleton with no doors, glass, interior trim, seats, etc.



One of the CNC molds being cut on a 3-axis router machine in the Cine Sets and Props area.



The molded black ABS plastic trim pieces being fit around the perimeter of the ceiling.



Here they are finally fit ready for their leather coverings.



This is a huge eucalyptus burl that I used for all the fancy woodwork inside the Excursion. This is from a tree that had blown down in a storm a couple years prior on the Int Base. I had had my eye on the huge burl growing on it since 1981 and now I was going to cut it up for Tom Cruise's one-of-a-kind limo.



Gary Conley enlisting some help from someone with a Bobcat to move the burl so it could start getting cut up.



Here it is after I fully completed it. Fancy burlwood everywhere, expensive leather, wool carpet.



The burl was very unique. Tom loved it as it had come from a tree at the Int base, where he had achieved the state of Clear in the early 90's. DM let him know that it was a special piece of wood from the Int base and Tom raved about it.



I even made a custom Mont Blanc pen out of the same matching eucalyptus burl. The pen had a hidden storage location. DM went nuts when he saw this and so did Tom. It was completely over the top.



Custom CNC cut aluminum step treads. These were made by CST Sea Org Staff on Church owned equipment. Tom merely paid for the aluminum stock. The work was "free" The logo is the "TC" logo that is also on his custom RV Marathon Coach "SilverScreen".

You can probably find photos and videos of Tom with this exact Ford Excursion in the media. It was his absolute favorite after DM gave it to him. I became a hero after completing this project and was again in DM's good books. Tom was completely blown away by it as it was a gift from Dave! Custom built!

I know it was still being used as Tom's primary transportation vehicle in the Los Angeles area in April 2010. Possibly it was gotten rid of though, after I left, in an effort to cover up some of these inurement issues I was involved in.

I am proud of it and all the other things I worked on, but I am ashamed of who they were for and why. It is not what I thought I would be doing when I joined the Sea Organization.