

FADE UP:

MONTAGE: San Diego sector. Shots of engineers building the fence and road network and shots of aliens/smugglers.

For six years California National Guard engineers have blocked, delayed, and detoured drug smuggling efforts on the Golden State's Southwest Border. They're seeing the fruit of their efforts.

(beat)

Denied their traditional routes for trafficking cocaine, marijuana, steroids, chemicals for producing methamphetamines, and heroin trafficking through Imperial Beach, Brown Field, and El Cajon...

(more)

MONTAGE: Landscape shots of the Jacumba valley (possibly Rattlesnake/Castle Rock.)

NARRATOR

(continuing)

...the Cocaine cartels' focus has shifted to this eleven miles of open plain between Rattlesnake Ridge and the Jacumba Mountains east of Campo, California.

(beat)

The battle: who will control this "no man's land" that serves as a high speed avenue of approach for drug traffickers.

INSERT: Border Patrol agent/vehicle.

NARRATOR

The engineers mission: Design and build a barrier that forces smugglers to dismount from their vehicles, and carry their

illegal contraband through the rugged terrain in Rattlesnake Ridge and Jacumba Mountains. This will return control of the Jacumba Valley to the Border Patrol.

(beat)

Engineers love adversity, so it was with relish that National Guard Air and Army engineers from nine states accepted the mission to block the Jacumba Valley to vehicle drug trafficking, without inhibiting the natural migration of wild life across the U.S.-Mexico border -- and build the eleven miles of road, where no road existed before, on which the Border Patrol can respond quickly to attempts to breach the fence.

(beat)

Thanks to Castle Rock, smugglers now have only seven drivable miles of border left...

EXT. CASTLE ROCK (FREEZE) - DAY

SUPER: "Operation Castle Rock"

CUT TO:

EXT. BORDER - DAY - GUARD WELDER AT VEHICLE BARRIER

strikes an arc and begins welding a fresh segment of the vehicle barrier into place.

NARRATOR

How did nine rotations of National Guard engineers from five commands come to spend their annual training turning well-drilling pipe, and steel rail, into a vehicle barrier on the California/Mexico border?

CUT TO:

GRAPHIC: Logos for JTF-6, California National Guard, National Guard Bureau, U.S. Border Patrol, Engineer Castle, (others?)

MONTAGE:

- A) GRAPHIC: Map of border area.
- B) Border, without fence, in 1991.
- C) Rugged, mountainous areas of the border, impassable by vehicle.
- D) Flat, passable areas before installing the fence.

NARRATOR

In nineteen-ninety, there was virtually no fence on the California/Mexico border. A hundred times a week, cars and trucks carrying drugs would drive unchecked across the border and north to Los Angeles. For every vehicle apprehended by Police, Sheriffs or Border Patrol, more than ten would cross without getting caught.

EXT/INT. B.P. VEHICLE - DAY - LOOKING THROUGH THE WINDSHIELD

as the agent drives along the rutted road looking for illegal alien footprints.

NARRATOR

The border terrain in San Diego County is mostly mountainous, passable only on foot. Engineers studied this area and found several gaps in this natural defense. To shut down vehicle traffic, we would need to fill these gaps with thirty-four miles of vehicle barrier. In nineteen-ninety-two, engineers completed the largest section of the border fence-and-road project. Stretching from the pacific ocean to Tin

Can Hill, it has reduced drive-throughs in the Tijuana corridor from a hundred per week, to one or two per month.

(beat)

Traffickers moved their smuggling operations east. So did the engineers -- installing another six miles of vehicle barrier in Campo and Tierra Del Sol.

(beat)

Meanwhile, California National Guard and {jay-tee-eff-six} engineers conducted engineering and environmental studies and won {ee-pee-ay} approval for another seven miles of border fence and road. The plans were locked and cocked, but Team Engineer lacked the resources to execute.

(beat)

In January ninety-six, another large engineering project hit a planning snag and was postponed for a year. The offer was made -- If California National Guard Counterdrug Team Engineers could develop a plan in two weeks, {Jay-Tee-Eff-six} would re-direct the units and resources to the road-and-fence project.

(beat)

In February, the project was given a green-light, and named Operation Castle Rock.

(beat)

California National Guard Team Engineer hosted the rotating units at Camp Morena -- a once-idle California firefighter base near Campo, California. The rotation engineers lodged in {gee-pee}-medium tents, prepared and ate their meals in the Camp Morena chow hall, and had access to the Camp Morena

maintenance, logistics and
medical facilities.

MONTAGE: Rental equipment

NARRATOR

Team Engineer secured rental
construction equipment for the
project. Rotational units only
had to bring their soldiers'
personal gear and clothing and
a few administration items to
the deployment -- and could
begin using the rental
equipment the same day they
arrived. The equipment rental
company repaired or replaced
any broken equipment -- thus
minimizing, or even preventing,
downtime

(beat)

March ninth, a {see-one-thirty}
delivered the first rotation of
engineers from the one-hundred-
twenty-second engineer
battalion, of Saluda, South
Carolina. Their task -- survey
and build the border access
roads for the project.

(beat)

In Tecate, the South Carolina
engineers improved and extended
existing border access roads,
while in Jacumba, the existing
border roads were re-surveyed,
improved and extended to make
way for the barrier
installation phase. In the
O'Neill valley, there were just
two well-worn jeep tracks --
running south-to-north.

EXT. O'NEILL VALLEY - DAY - INTERVIEW SPC SHUMPERT

INTERCUT: Dozer/grader cutting new border road.

SPC SHUMPERT

(paraphrase)

...We're staking out the border
and staking out the extents of

the roadway we're gonna be puttin' in. When I learned I was coming out here, I imagined the border was something that was well established and something that anybody could see. What we found when we got here was that...you have to figure it out for yourself.

NARRATOR

Further rotations of the one-hundred-twenty-second engineers lengthened these roads and installed drainage culverts where necessary.

NARRATOR

The one-hundred-first engineers of Massachusetts Army National Guard began the installation of the new style, "environment friendly" vehicle barrier. The barrier would allow wildlife to continue to migrate north and south, while impeding vehicle traffic by all but the MOST DETERMINED smugglers...

EXT. JACUMBA BORDER FENCE - DAY - CPT DAVID SCOTT
(INTERVIEW)

(NOTE: {**} indicates audio edit point)

CPT SCOTT

When we arrived here [there] was nothing more than a pile of well drilling pipe and railroad track {**} of course the road had been constructed along the border -- and we had to figure out how to assemble a jig and what lengths would be the best assembly and how best to get the assemblies {**} moved from the assembly area to the site {**} and put in the ground. So we had a couple welders with us that did some very creative

thinking on how to put the whole package together.

NARRATOR

The engineers of bravo company, on-hundred-first engineers completed more than a mile of vehicle barrier during their annual training period.

NARRATOR

Three consecutive rotations of the two-hundred-forty-second Engineer Battalion of Connecticut continued the push to install barrier across the Jacumba and O'Neill valleys. They encountered stretches of sandy soil along the fence route. The Connecticut engineers constructed and installed metal cofferdams to hold back the sand and contain the cement around the barrier feet.

EXT. JACUMBA FABRICATION YARD - DAY - INTERVIEW LTC MATCZAK

LTC MATCZAK

(paraphrase)

(-- Our mission was to increase the tempo of our operations -- push through Jacumba valley and complete O'Neill valley --)

NARRATOR

During the Connecticut engineer's second rotation, a team of Ukrainian engineer officers visited Operation Castle Rock. Since achieving sovereignty, Ukraine has had to deal with similar border smuggling problems and is searching for solutions. The Ukrainians said they were amazed to see the proactive role our enlisted soldiers take

in unit operations, and commented on how rapidly and efficiently the Connecticut engineers were installing the vehicle barrier.

NARRATOR

The next unit was the three-hundred-eighty-sixth engineers from the Texas army national guard. They pushed the barrier through the west Jacumba valley.

EXT. JACUMBA BORDER W/BARRIER - DAY - INTERVIEW CPT KURZY

CPT KURZY

(paraphrase)

(-- We figured out how to make panels faster by eliminating a step --)

NARRATOR

The final unit was a "prime beef" task force -- Air National Guard Combat Engineers from one-hundred-fifty-first Combat Engineer Squadron of Salt Lake City, Utah.

EXT. W.JACUMBA VALLEY - DAY - SOLDIERS

are clustered around a R/T forklift, lowering the last barrier panel into place...

Here in the west Jacumba valley, they tied the western end of the barrier into the terrain.

(beat)

Elsewhere, other airmen continued to excavate and install metal "dead-man" footings where the soil was too sandy to dig holes in.

(beat)

After all the gaps were closed, Team engineer will finish the fence by installing re-bar and

cement into the hollow well-drilling pipe, thus frustrating any smugglers who would try to breach the barrier with a cutting torch.

MONTAGE: Border and barrier...

When it was all over and the airmen had {pee-em-see-ess'ed}, cleaned and turned in the tools and equipment and returned to their home stations, the nine guard rotations of Operation Castle rock had created more than eleven miles of road, and had manufactured and installed more than seven miles of vehicle barrier...

(long pause)

...Does the new barrier stop vehicle traffic?...

EXT. W.JACUMBA VALLEY (BARRIER) - DAY - A PICKUP TRUCK

front-end is impaled on the upright pipes of the barrier. The chassis is nearby. Two or three men are stripping the chassis of still-usable parts, but they're interrupted by the guardsmen and reporters who just arrived to view the scene.

NARRATOR

(long pause)

(slowly -- smugly)

...we think so...

(pause)

But, as any engineer will tell you, no obstacle will work if it's not watched. The barrier WILL aid the Border Patrol agents and other law enforcement personnel to be more effective, by slowing drug smugglers down -- making them spend precious minutes attempting to get their vehicles across the barrier...

(more)

EXT. PINTO WASH - DAY - SLOW PAN OF RUGGED DESERT

NARRATOR

(continued)

...or forcing them to attempt
to cross further eastward,
where the border is far from
the nearest hard-ball road

(beat)

The guard engineers from South
Carolina, Massachusetts,
Connecticut, Texas, Utah, North
Dakota and Oklahoma have
accomplished something real and
permanent. Some are planning
to someday show their families
what they built in the summer
of ninety-six. And they know
the barrier works as designed -
- and that they have made a
significant contribution -- in
the war against drugs -- and to
the success of --

EXT. CASTLE ROCK - SUNDOWN - ANGLE ON CASTLE ROCK

with the sun setting behind it.

-- Operation Castle Rock

FADE OUT:

THE END