Ed began his lifelong love of flying by taking lessons from a local flight instructor by the name of Ernie C. Hall at Hall's Airport. Ernest ''Ernie'' C. Hall who is widely recognized for his long career in aviation, was born near Warren, Ohio in 1890. A friend of the Wright brothers, Hall built his first powered airplane in 1909 and flew it in 1911. He began his career as a civilian flight instructor in 1913, opening a flying school in Pennsylvania in 1915. During World War I he transferred to Call Field in Wichita Falls, Texas where he trained over 500 military pilots for combat. In 1922 Hall relocated his flight school to Warren, Ohio where he taught until his death in 1972. His 1911 monoplanes have been displayed at the Smithsonian's National Air & Space Museum in Washington, D.C., and at the National Museum of the U.S. Air Force in Dayton, Ohio. Ed logged a total of 110 Hrs. at Hall's Airport.

Ed left the family farm and traveled to Canada to join the Royal Canadian Air Force in May 1941, seven months before Pearl Harbor. Ed became a Flying Sergeant in the Royal Canadian Air Force and trained in the following aircraft: Fleet Finch, Harvard, Tiger Moth and the Fairey Battle. Ed logged a total of 375 Hrs. in the RCAF from May 1941 through May 1942 and was awarded the Canadian War Medal.

After serving one year in the RCAF, Ed transferred to the U.S. Army Air Corps in June 1942 and was posted to Tyndall Airfield Gunnery School near Panama City, Florida for combat training. During training at Tyndall Field, 2nd Lt. Tracey met 2nd Lt. Clark Gable, the ''King of Hollywood'' and one of the stars of the 1939 film classic ''Gone with the Wind.'' After what must have been a night full of many stories, most likely related to training and the uncertainties that lie ahead, Tracey left sporting Gable's service hat (also known as a crusher) and vice versa. They met again the next day for the ROTC (Return of The Crushers). Ed logged a total of 264 Hrs. in the following aircraft from June 1942 through September 1943: O–46A, L–4B, AT–6A, AT–6C, BT–13A, O–47A, O–47B, (P–51A, P–51B Mustangs), A–33, AT–9, AT–9B, P–40L Warhawk, (B–25C, B–25D Mitchells), B–26 Marauder, B–34 Lexington.

In October of 1943, Ed transferred to the 522nd Squadron—27th Fighter Bomber Group. The 27th supported the 5th Army's drive toward Rome. Ed flew the A–36 Apache, the P–40F Warhawk, and the P–47D Thunderbolt in combat. The nose Art on his Thunderbolt read RFD No. 3—Ed wanted the enemy to know where his special deliveries were coming from, and there were many.

January 12, 1944, Ed was on a mission to take out enemy gun positions close to the front lines in South Central Italy. His A–36 Apache developed engine trouble near Gaeta Point and he had to leave the formation. Ed got as far as the Volturno River Valley before coming down in a field for a belly landing.

The impact caused the prop to slice through the canopy. Lucky for Ed, his head went down and forward, just in time to avoid disaster. Ed flew a total of 102 air combat missions from October 1943 through August 1944 and logged a total of 165 hrs. of flight in the Mediterranean Theatre of War. Rome was liberated on June 5, 1944. ''ANGELS ON OUR SHOULDERS'' said Captain Mille (Tom Hanks), in reference to the P–51 Mustangs in one of the last scenes of the movie, ''Saving Private Ryan.'' Many of the Angels of the 27th Fighter Bomber Group did not return.

Captain Tracey transferred to the 3rd Army Air Force in July 1944, and trained and prepared students for combat in the P–40 and P–51 Mustang. Captain Tracey logged a total of 362 Hrs. in the following aircraft until his discharge on December 7, 1945: B–17F Fortress, P–47D Thunderbolt, BT–13B, C–47A, UC–78, (P–40, P–40F, P–40K10, P–40L, P–40N, P–40N15, P–40N20, P–40N25, P–40N35, RP–40N, RP–40N25 Warhawks), (P–51C, P–51C6, P–51C10, P–51D, P–51D20, P–51K5, P–51K10 Mustangs).

All together Captain Tracey served a total of one year in the Royal Canadian Air Force and three years and seven months in the U.S. Army Air Forces. Ed logged 375 hours in the Royal Canadian Air Force and 825 hours in the U.S. Army Air Forces for a total of 1,200 hours. Ed logged flight time in a total of 45 individual aircraft.

Ed's love of aviation was not about to end. He became a member of the EAA (Experimental Aircraft Association) and built and flew his homebuilt Mustang II.

I ask you and my other distinguished colleagues to join me in saluting the legacy of a very accomplished WWII combat pilot and instructor, Edward J. Tracey.

## HONORING BRUCE JOHNSON

### HON. ELEANOR HOLMES NORTON

OF DISTRICT OF COLUMBIA

IN THE HOUSE OF REPRESENTATIVES

*Friday, October 23, 2020*

Ms. NORTON. Madam Speaker, I rise to recognize the outstanding achievements of Bruce Johnson, who will retire on December 31, 2020, after 44 years as a distinguished television news anchor and reporter. I have worked with Bruce Johnson ever since being elected to Congress and will miss his heavy hitting questions and incisive reporting.

Bruce Johnson has won 22 Emmys, is a member of the Society of Professional Journalists Hall of Fame, the Washington, DC Hall of Fame and will soon be inducted into the Kentucky Journalism Hall of Fame at the University of Kentucky. He has also received the Ted Yates Award and the NATAS Board of Governors Award and is a member of the National Association of Black Journalists and the National Press Club.

Throughout his career with WUSA9, a CBS affiliate in the District of Columbia, Bruce Johnson has reported on stories ranging from local D.C. news to federal matters, from the local real estate market to government shutdowns and from D.C.'s mistreatment in the CARES Act to violence on the streets of D.C. During Johnson's distinguished career, he has shed light on difficult topics for his audience in D.C. and across the nation.

Bruce Johnson's career took him from his hometown of Louisville, Kentucky to places as far away as Rome, Bangkok, Dakar and Tokyo on special assignments for WUSA9. Even before the international chapter of his career, Johnson made a name for himself in D.C. by reporting on notable stories, including the 1982 Metro train derailment and the 1977 Hanafi Siege, in which 142 people were held hostage by 12 gunmen leading to the deaths of two individuals.

Bruce Johnson endured a difficult blow from a heart attack in 1992 while on assignment in Southeast D.C. His journey back to health included completing the Marine Corps Marathon. In 2018, he was dealt a second blow when he was diagnosed with cancer. He responded to these illnesses as a true reporter, taking Americans along with him to help provide clarity on difficult experiences. Johnson stayed true to his honest reporting even when he became the story. He is the author of two books. The first, entitled Heart to Heart, was inspired by his heart attack, and the second, All or Nothing, was an exposé on the life of D.C. basketball player Victor Page.

I have known Bruce my entire career, and I had hoped that he would remain at Channel 9 as long as I remained in Congress. Bruce commented once during an interview that he covered my first congressional campaign. Having been on his show many times to discuss issues that affect D.C. residents, I have grown to consider Bruce a friend. He has helped tell the story of D.C. 's challenges and triumphs and lent his platform and voice to the fight for congressional equality for the District.

Bruce's demeanor and his down-to-earth, relatable storytelling will be missed on the air as he goes on to pursue other accomplishments in the next chapter of his life. I ask the House of Representatives to join me in recognizing Bruce Johnson for his distinguished career in journalism. I wish him the very best in the years to come.

## LORRAINE KNUTH'S 100TH BIRTHDAY

### HON. BRADLEY SCOTT SCHNEIDER

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

*Friday, October 23, 2020*

Mr. SCHNEIDER. Madam Speaker, I am most proud today to rise today to recognize Ms. Lorraine Knuth, a long-time resident of Waukegan, Illinois, who will celebrate her 100th birthday on October 31.

I first met Lorraine through Mary Carmody at Midwest Veterans Closet where she has volunteered for many years. In honor of her centenary year, Lorraine has asked for donations to be made to Midwest Veterans Closet to help her construct a new building and expand their service capacity to our men and women veterans in the area.

To mark her lifetime of service, I wish to share Lorraine's life story today, for it clearly embodies so much of the opportunity, perseverance, and sacrifice that makes her and our nation so special.

Lorraine was born on October 31, 1920, in Langlade, Wisconsin, the seventh of nine children. She excelled in school, entering high school a year early. During the Second World War, Lorraine enlisted in the U.S. Army as part of the Women's Army Corps. After basic training at Daytona Beach, Florida, she headed west to Camp Stoneman in northern California. She served there until the war ended, working in the camp hospital as a Special Diet Cook.

After the war, Lorraine met her husband and travelled the world through his military service. She decided to move to Waukegan after visiting her late sister, who was already living in the area. She has lived in the same house for