

John [redacted] 6-28-17

Leaving ocean isle, I rotated @ a ground effect take-off. plane built good airspeed when I started climbing ≈ 700 f.p.m. @ 500, I started to turn out of the pattern and felt she wasn't climbing as expected. I mentioned to my passenger we might be fighting a ocean downdraft & I need to turn slightly out of it. I've never had trouble climbing light and cool so I asked Ed, look @ everything to see if you notice why I can only get 200 f.p.m. I then started a slow bank back to the airfield because I didn't have enough tacko. and was no longer getting any climb. Even though I knew carb. icing wasn't likely I verified $\approx 60^\circ\text{F}$... I felt this is accurate because I checked against the dial thermo. probe @ runway. I told Ed I can't stretch glide out because we're nearly stalling. I was hoping to clear tree line because the only other option was new housing & people. One tall pine was very close to my port, but housing starboard, I told Ed I'll try to mush in the trees and hold on as able... Left wing did hit tall pine & spun me inverted. Ed was disoriented & I said get out door now. I found latch & opened. Ed headed for the yard. I got out, asked Ed to stay while I get somebody to ambulance.