Stanley Fenn - Accident statement

On the morning of 7-30-16, I checked the weather at 5:30 a.m. and it was solid along the Mississippi, woke up again at 7:30 and checked the weather, still not good. Went for breakfast. Checked again, It was clearing slowly. I broke camp at a slow pace. There were a lot planes leaving and there were a lot pilots stopping in to say good bye. It was after 10:00 before the plane was loaded. I taxied to 36 and was cleared for take-off. I rolled out to 36 and accelerated for take-off. Picked the tail up and held it on the runway till flying speed was attained. Easing back on the stick for lift-off and something went terribly wrong. The plane went to a very steep nose up attitude, putting the plane in a stall configuration. When I pushed forward on the stick the plane started to go the left. Seeing only people on the flight line and planes on the taxiway I made the decision to put the plane on the grass. I flew the plane to the ground.

What happened to cause the plane to go into that configuration?

After reviewing this many times, one of the following happened;

1) Something went wrong in the trim system, something came lose, the push - pull didn't function right, the actuator didn't function right, or
2) Weather, gust of wind, dust devil, or
3) Prop wash from the plane in front of me.

Something went wrong

Other things I considered were

Meds – I had taken them

Mental - I wasn't under any pressure to leave, I had walked a lot the day before but had a good night's rest. I was alert enough to realize that I was going to hurt someone or cause a lot of property damage and flew my plane to the ground.

I hurt because I lost a good plane for witch I may never know why. On the other hand this accident didn't hurt anyone nor do any property damage except for me. For which I am very grateful.