

After Cranking up the aircraft and obtaining the AWOS. The pilot made the decision to taxi to runway 2 for departure. As the safety pilot of the flight, I helped with the pilot's situational awareness by telling him the taxi route. The pilot held short of runway 2 and performed a Run Up/ Ground Run. After determining the plane was in safe condition to fly the pilot took off and started departure out to the northeast. I was looking for traffic in the traffic pattern making sure we maintained visual separation. After 10 mins in the local area the pilot decided to return to Dublin airport. I assisted by helping the pilot identify the airport. The pilot overflowed runway 2 at 1300 feet MSL and joined the left downwind. In the left downwind the pilot prepared for landing. Decreasing power at the key point (1000 footers) and descending until he was about 45 degrees. Pilot then turned left base and the final. The pilot turned base too late and was off his final approach. So, the pilot made the decision to perform a go around. Once established in the left downwind the pilot again prepared for landing. Decreased power and added 15 degrees flaps at key point started descending until he reached 45 degrees. On base his airspeed was about 105 knots. I told this to him to which he decreased power and slowed the plane down to 85 and turned finally adding his final flaps. The final approach looked much better than his last approach, so the pilot continued to descend. Airspeed read 85 knots still. Once on short final the pilot started the flair process by pulling back on the stick the plane continued its descent and at this time the pilot was pulling to the stick's maximum back and still were sinking. The pilot tried to add a little throttle to stop the sinking and round out the flair. The Plane then struck the ground with great impact breaking the nose wheel causing a prop strike and the plane to slide all the way down the runway coming to a rest on the centerline.

Kody Winner Statement