

On the morning of April 15, 2021 at approximately 0915 MST N354EF a Lear 35a departed KAPA for KCOS on a part 91 flight.

George Secor(PIC) was PNF and Sal Said(SIC) was the PF. The reported weather was 300 broken and 1 mile with conditions improving.

We were cleared to depart 17L to 8000 feet via Runway heading then the Denver 2 departure w/ vectors to LUFSE intersection.

After arriving at LUFSE intersection we were cleared to FEBLA intersection for the GPS 17R at KCOS. The ATIS called for ceilings at 300 feet broken and 2 -1/2 miles visibility. The auto pilot had a difficult time tracking the GPS 172 degree radial inbound so Sal hand flew the approach. Sal kept the needle centered as we descended to the MDA of 6680 MSL (503 AGL). We broke out of the clouds somewhere around 600 feet AGL. I had the runway in sight over at our 10 o'clock and I realized we were about a half mile off course. I then called "my airplane" and took over the controls knowing that I could better make the landing from the left seat. I believe as I started my bank towards the runway to get lined up with the centerline I pulled the power to idle. I was aligned with the center line and could see that I had plenty of runway out in front of me to make a safe landing and stop so at about 100 feet in the air and positioned over the runway centerline and I was positioned to point my nose towards the runway - the stall shaker went off - I quickly tried to add power but my right wing dropped and my right wing tip tank impacted the runway surface. We were able to continue safely down the runway and exit at Alpha 4 taxiway and clear the runway.

I then turned to ask my Nurse and Medic if they were OK and my nurse informed me that our tip tank was no longer there.

We immediately shut down the airplane and notified the tower to get the fire trucks rolling.

There were no injuries to the 4 crew & there were no passengers on board.

There was a small fuel leak that was stopped pretty quickly. The fireman estimated about 10-15 gallons of gas spilled on the taxiway.

We got the medcrew to Cutter Aviation - while Sal & I stayed by the plane until they towed it off the taxiway to the Cutter Ramp.

George Secor