Beechcraft BE60 N51AL Accident - Saturday November 5, 2022

Timeline for the Day

This flight was from Burlington, Vermont [KBTV] to Farmingdale, NY [KFRG] and I ran out of fuel.
The left engine failed first, so I immediately turned on the boost pump, believing that the engine driven pump had failed.
The left engine had initially surged on take-off, which had never happened before, so I presumed that the engine failure was a related event.
When the right engine started surging, I then realized my grave error in having entered an erroneous fuel quantity into the electronic gauge.
At that point my focus was determining whether I could make it to the airport safely.
I decided that I could not safely make it to the airport, but that I could land the airplane on the narrow road in the cemetery under control.
The road had no power lines and there was no vehicle traffic or human activity.
I kept the aircraft at minimum safe speed with a glidepath that would bring me to the "threshold" provided I did not add additional drag.
I therefore waited until approximately 10 feet above touchdown before extending the landing gear.
Upon touchdown I attempted to keep the aircraft straight while slowing, expecting that the wing(s) would hit a tree or gravestone.
Once the left wing hit an object the aircraft swing to the left and abruptly stopped.
My wife and I were unharmed other than minor cuts.
We exited the aircraft, called the tower and waited for the emergency vehicles to arrive.

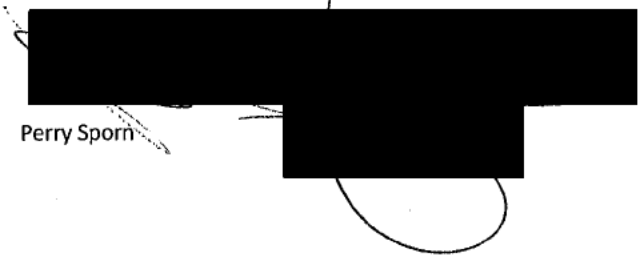
My Error in Judgement/Procedure

My standard operation is to top the inboard tanks prior to hangaring the aircraft when I return to my home base in Burlington, Vermont at Heritage Aviation. This procedure has never varied. All of the FBO lineman are aware of this 'standing fueling order.' Still, I always confirm the fueling procedure with the lineman upon exiting the aircraft at my home base in case there is a new employee or a lineman that has forgotten. I allow the linemen to fuel the aircraft when their schedule allows so as not to pressure their workflow. The FBO then emails the fuel invoice to me at which point I return to the hangar, pre-oil the engines, and enter the inboard topped fuel quantity (202 gallons) in the JPI fuel gauge. I adopted this procedure because I determined that the original 1974 factory analogue gauges were not precise and visual inspection of the fuel top-offs were not consistent likely due to the tank interconnectivity of this aircraft's STC'd optional tip tanks. On this particular occasion, I received a duplicate email of my monthly hangar rent rather than a fuel invoice. I mistakenly presumed that the duplicate emailed invoice was for fuel (which is was not) and erroneously entered the 202 gallons into the fuel gauge.

Timeline for prior flights, fueling, and procedures.

Oct 16, 2022,	Fueled to 202 Gallons at Heritage Aviation, Burlington	
Oct 20, 2022,	Flight Fuel BTV to XLL was 85 gallons	Fuel at landing was 117 gallons
Oct 20, 2022,	Fueled with 26 Gallons (invoice included in Dropbox)	Beginning Fuel was 146 gallons
Oct 20, 2022,	Flight Fuel XLL to PBG was 73 gallons	Fuel at landing was 73 gallons
Oct 28, 2022,	Flight Fuel PBG to BTV was 12 gallons	Fuel at landing was 61 gallons
Oct 28, 2022,	Fuel Requested was for 'Inboards topped' equaling 202 gallons.	
Nov 01, 2022,	Fuel amount entered as 202 gallons into JPI electronic fuel gauge based on email received from Heritage Aviation.	
Nov 05, 2022,	Required Fuel for Flight from BTV to FRG was 74 gallons so fuel onboard was insufficient.	

I apologize for the impact that this accident has had upon the aviation community and for the workload that it has added to the FAA staff and emergency services on Long Island.



Perry Sporn