INTERIM STATEMENT

Accident and Incident Investigations Division

Accident
- First Interim Statement -
AIID Ref No: CA18/2/3/10611



Figure 1: A file picture of the ZU-RAL aircraft. (Source: Flightzone Aviation Photography)

Description:

On Sunday morning, 26 October 2025, a pilot and two passengers boarded an Alouette II helicopter with registration ZU-RAL to conduct a private flight from Elandsvlakte Farm in Danielskuil, Northern Cape province, to a farm near the town of Olifantshoek, also located in the same province. The flight was conducted under visual meteorological conditions (VMC) and under the provisions of Part 94 of the Civil Aviation Regulations (CAR) 2011, as amended.

The purpose of the flight was to reposition the helicopter to a game farm near Olifantshoek for a game capture operation involving aerial darting. The helicopter was flown over flat terrain, headed in a westerly direction towards higher ground. It subsequently struck vegetation on a mountainous terrain and careered down a ravine, coming to rest on its right side. A post-impact fuel-fed fire erupted which destroyed most of the airframe and ignited the surrounding vegetation. The pilot and the two passengers were fatally injured. The helicopter was destroyed.

According to a farm worker and his wife, they saw the helicopter flying low and, later, noticed smoke in a distance. The farm worker went to investigate on foot and, after confirming that an accident had occurred, returned home to inform the farm owner via a cellular phone who then notified the local authorities. Another farmer also reported seeing smoke which prompted him to drive to the accident site.

According to local authorities, the scene was on fire when they arrived, and the blaze had to be extinguished before rescue efforts could begin.

DESCRIPTION OF OCCURRENCE

Occurrence Reference	**:** CA18/2/3/10611
Occurrence Category	**:** Category 1
Name of the Operator	**:** Hunky Dory Investments 15 (Pty) Ltd
Manufacturer	**:** Aerospatiale Industries
Aircraft Model	**:** SE3130 Aloutte II
Engines	**:** Turbomeca Artouste II C5
Nationality	**:** South African
Registration	**:** ZU-RAL
Manufacture Serial Number	**:** 147
Date of Manufacture	**:** 1959
Flight Hours/Cycles	**:** Unknown
Type of Flight	**:** Private (Part 94)
State of Occurrence	**:** South Africa
Place of Occurrence	**:** Honderd en Elf Farm, Danielskuil District, Northern Cape Province
Date and Time	**:** 26 October 2025 at 0752Z
Total Crewmembers	**:** 1
Total Passengers	**:** 2
Injuries to Passengers and Crew	**:** 3 Fatalities
Other Injuries	**:** None
Nature of Damage	**:** Destroyed

All times given in this report are Co-ordinated Universal Time (UTC) and will be denoted by (Z). South African Standard Time is UTC plus 2 hours.

Purpose of the Investigation:

In terms of Regulation 12.03.1 of the Civil Aviation Regulations (CAR) 2011, this report was compiled in the interest of the promotion of aviation safety and the reduction of the risk of aviation accidents or incidents and ***not to apportion blame or liability****.*

This first anniversary interim statement gives a brief overview of the progress of the investigation and should be read in conjunction with the preliminary report reference number CA18/2/3/10611 that was published on 17 November 2025.

This interim statement is released in accordance with Standard 6.6 of the International Civil Aviation Organisation (ICAO) Annex 13 and the CAR Part 12.05.1(7).

Later interim statements or final report may contain altered information in case new evidence becomes available during this investigation.

Any person who has information concerning this accident should contact the Accident and Incident Investigations Division (AIID) on AIIDinbox@caa.co.za

Investigations Process:

The occurrence was categorised as an accident, and the AIID had assigned file number CA18/2/3/10611 to this investigation.

The AIID investigation team is led by the investigator-in-charge (IIC) and other investigators from the division. The Bureau d'Enquêtes et d'Analyses pour la sécurité de l'aviation civile (Bureau of Enquiry and Analysis [BEA] Investigation Authority) is the State of Manufacture and Design. The BEA was notified of the accident and had assigned an accredited representative and adviser to this investigation. In addition, the operator had assigned an adviser to the IIC. The AIID is leading the investigation and will issue the final report.

The AIID reports are made available to the public at:
https://www.caa.co.za/industry-information/accidents-and-incidents/

Disclaimer:

This interim statement is produced without prejudice to the rights of the South African Civil Aviation Authority (SACAA), which are reserved.

Interim Statement

Following lengthy talks with the manufacturer, the engine and tail rotor were sent to Safran in France for further investigation under the supervision of an accredited representative from the Bureau d'Enquêtes et d'Analyses pour la sécurité de l'aviation civile (BAE). On 9 October 2026, the AIID was notified by the BEA accredited representative that the engine and the tail rotor had arrived in Safran and that they were stored safely at their Tarnos facility. The engine and tail rotor examination are scheduled to take place from 8 to 10 December 2026. It is envisaged that the final report will be issued on or before 30 June 2027.

This report is issued by:

Accident and Incident Investigations Division
South African Civil Aviation Authority
Republic of South Africa