

## AFFIDAVIT

[REDACTED]  
States under oath.

I am an adult female with [REDACTED]  
[REDACTED]

1. In 2018, I befriended Ian Ramsay Boyd (RSA: 5802185064080) through a social media platform. Ian, who was born and raised in Pretoria, was at the time working as a pilot for Mattini Air in Nigeria. When the COVID-19 pandemic emerged in 2019, Ian returned to Benoni, South Africa, where he made his home. We maintained regular contact, and in 2021, we finally met in person for the first time in Bloemfontein, where I reside.

2. Over the years, our friendship deepened. Ian often stayed at my home for extended periods. He frequently spoke highly of his father, James "Jimmy" Boyd, a respected pilot for South African Airways (SAA). According to Ian, his father was known for his strict adherence to procedures and had a highly regarded, impeccable career. Jimmy Boyd was well-known and deeply respected in the aviation community.

3. Ian also shared with me the profound and life-altering trauma that he, his mother Yvonne, and his two younger brothers experienced following his father's death in March 1967. This was a subject Ian rarely discussed, as it brought immense pain to him and his family. He confided that he had never been able to make peace with the uncertainty surrounding his father's death and had never learned the full truth of what had happened.

4. Ian recounted that on 13 March 1967, a South African Airways passenger aircraft, the Rietbok, tragically crashed into the sea off Kaysers Beach, claiming the lives of all aboard. His father, Jimmy Boyd, along with two other SAA personnel from Johannesburg, was dispatched the following day to East London to investigate the tragedy. Ian mentioned that the three were booked into separate hotel rooms in the city.

5. According to Ian, his father, Jimmy Boyd, was appointed the lead investigator due to his experience, including having flown the same Vickers Viscount aircraft, the Rietbok, on numerous occasions. The SAA team conducted an independent investigation, working alongside the Civil Aviation Board, the Department of Transport, and local police officials.

6. By the third day of their investigation, Thursday, 16 March 1967, the SAA team had completed their tasks and were set to return to Johannesburg the following day to submit their findings. That evening, Jimmy Boyd called his wife to inform her that their work had been concluded and they would be returning home soon. Ian later recounted that his mother shared that Jimmy had mentioned there were "Shady things going on" surrounding the Rietbok crash.

7. Ian often spoke, with great difficulty, of the events that followed, which remain a mystery that he could never fully comprehend. On Friday, 17 March 1967, Ian's mother, Yvonne Boyd, was informed that her husband had passed away in his hotel room the previous evening. From that moment on, the events surrounding his death deviated from all norms and expectations.

8. The Boyd family was not kept informed of the developments that followed, and they were never granted access to Jimmy Boyd's body. Days later, Mrs. Yvonne Boyd was visited by an official who handed her an urn, claiming it contained her husband's ashes. This came as a shock, as no consultation had taken place with the family regarding whether they preferred a funeral or cremation. Furthermore, they had not been allowed to see the body.

9. Ian mentioned that the ashes handed to his mother were "strange, damp, and black," unlike typical human ashes, which are generally grey or grey-brown in colour and consist of a fine, granular powder. Ian recalled that the family had scattered these 'ashes' at one of the golf courses his father had frequently visited. In hindsight, Ian regretted not retaining the ashes, as modern DNA testing could have determined whether they truly contained his father's remains.



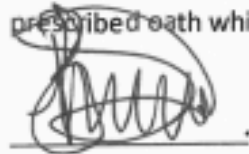
10. According to Ian, a South African Airways official later visited his mother and urged her not to question the circumstances of her husband's death or the absence of an autopsy report. Yvonne was warned that any inquiry into the matter might jeopardize the SAA pension benefits she was entitled to receive as the widow of an employee. Faced with the daunting responsibility of raising three young children alone, Mrs. Boyd chose not to pursue any investigation that might further disrupt the already fragile situation.

11. In late 2021, Ian returned to Johannesburg for business related to the purchase of used passenger aircraft through his registered aviation company. In 2022 he was diagnosed with cancer, which led to complications and I visited him in the hospital in Johannesburg during his illness. Tragically, after months of bedridden suffering, Ian Boyd passed away on 18 November 2024.

12. Throughout the years, Ian openly expressed the emotional toll his father's death had on their family, especially in the years following the tragedy. His father's suspicious death, and the apparent cover-up surrounding it, created a rift between Ian and his two brothers. It was clear to me that Ian had spent much of his life consumed by bitterness and frustration, seeking answers to a past he could never fully understand.

13. In the final years of his life, Ian reached out to various individuals, including family members of the 25 victims, in hopes of uncovering the truth about the Rietbok crash. Ian's ultimate wish was that the mystery surrounding the crash would eventually receive the attention it deserved, and that the truth would come to light, providing closure for all those affected.

I am familiar with and understand the contents of this declaration. I have no objection to taking the prescribed oath which I consider binding to my conscience.

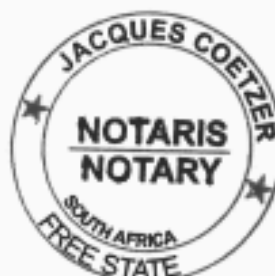


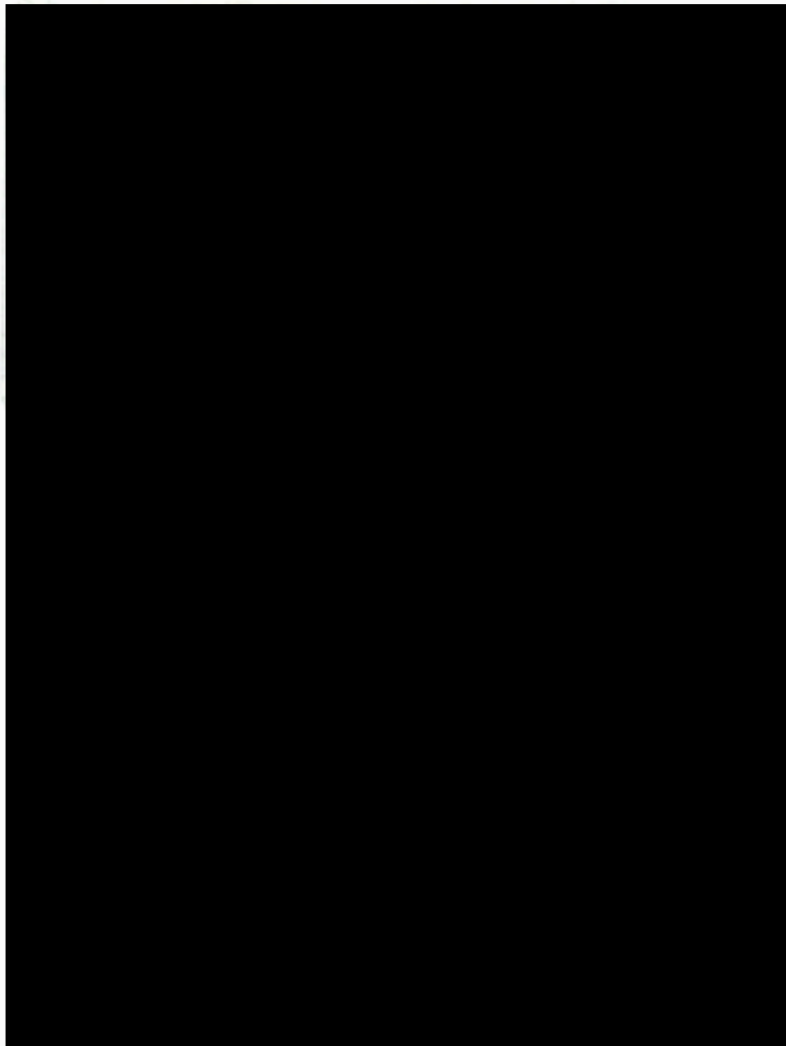
Place:

6/11/25  
BLOEMFONTEIN



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Certified a true copy of the original  
Gesertifiseer 'n ware afskrif van die oorspronklike

 6/11/2025  
Signature Date

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