

## **National report Sweden 2009**

Microlighting is the only recreational aviation that is increasing its number, both in licenses and registered aeroplanes.

Number of microlight licenses are 850, Total number of pilots flying microlights ~1600-1700 (a number of PPL-pilots are flying microlights on their PPL-licenses)

The number of registered microlights is 525 and those with a valid permit of flight 470.

Paramotors are not included in these numbers as they are not a subject for registration. Their number is estimated to be somewhere around 300. It is assumed that there is an equal number of paramotor licenses. These figures are hard to get verified as the paramotors are organized in two different associations.

The relation between weight shift and aerodynamically controlled aeroplane is 45/55.

Number of hours flown during 2009 was 23 500 giving an average of 50 hours per aircraft and year. (training for a microlight license has a big part of all flown hours)

The number of active flying schools is 37

The number of active instructors is 80.

The most popular 3-axis aeroplane is the Ikarus C 42, closely followed by Eurostar, Eurocub, Dynamic, CT2K and CTSW, Sea-Max, Zephyr, and Jabiru. Among the weight shift trikes the F.I.B.-Polaris flying boat is still in the lead, followed by Pegasus and Mainair

The trend that several general aviation aero clubs are selling one Cessna or Piper and getting themselves a microlight aeroplane instead continues. They are also keen on starting microlight flying schools, using their current JAR FCL PPL instructors as instructors for teaching microlight pilots. Hopefully this will have a positive effect in getting even more thoroughly trained microlight pilots.

Flight safety. There has been 11 reported accidents, but no fatal. Accidents have almost all been pilot errors during landing, causing damaged landing gears and broken propellers, but no personal injuries. The accident rate will then be 46 accidents per 100 000 hours, not appalling, but not satisfying either.

Competitions. There has been a number of training competitions and a small nucleus of competition interested pilots are beginning to evolve. Hopefully we will have our first national next year.