National report Sweden 2012

Microlighting is the only recreational aviation that is increasing its number of licenses. Unfortunately the number of registered aeroplanes have decreased this year, compared to previous years when there was a steady growth.

Number of microlight licenses are approximately 800, Total number of pilots flying microlights ~1400-1500 (a number of PPL-pilots are flying microlights on their PPL-licenses to which the microlight competence is added)

The number of registered microlights is 420 and those with a valid permit of flight 310.

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 are an equal number of paramotor licenses. These figures are hard to get verified as the paramotors are organized in two different associations other than KSAK.

The relation between weight shift and aerodynamically controlled aeroplane is 30/70.

Number of hours flown during 2011 is 22400 giving an average of 72 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 40

The number of active instructors is 96.

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 , Mainair and DTA.

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 have been 12 reported accidents, whereof 2 fatal with the loss of 3 lives. One was the loss of engine power over the woods, crashed among the trees and caught fire.The other was the loss of power after take off due to improper installation of a fuel filter. The rest of the 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 53 accidents per 100 000 hours which is little more than last year.

Competitions. There has been a number of training competitions and a small nucleus of competition interested pilots is beginning to evolve.