ATEC 321 Faeta Model Guide

The ATEC 321 Faeta is a two-seat, low-wing ultralight of carbon composite construction. It has fixed tricycle gear, a steerable nosewheel and a tractor Rotax 912-series engine with a FITI propeller. It is built by ATEC v.o.s. in the Czech Republic. The manuals cover the original Faeta at 450 kg MTOW and the Faeta NG with the Rotax 912 iS at 600 kg MTOW. Check which variant you are looking at.

KEY TAKEAWAYS

- The ATEC 321 Faeta is a two-seat carbon composite ultralight with fixed tricycle gear and a 5 kg luggage limit.
- The original Faeta has a 450 kg MTOW with a Rotax 912 UL (80 hp) or ULS (100 hp). The NG has a Rotax 912 iS and a 600 kg MTOW.
- Never-exceed speed in the UL manual is 146 kt, with maneuvering speed 85 kt. Flap-extended limits are 70, 65 and 59 kt.
- Mandatory bulletin SB01/2016 covers airbox and hot-air hose checks on aircraft with a non-original airbox.

VARIANTS AND ENGINES

The original Faeta lists the Rotax 912 UL (80 hp) or 912 ULS (100 hp), with a 450 kg MTOW. The NG lists the Rotax 912 iS Sport at 100 hp and an MTOW of 600 kg. Fuel is MOGAS: min RON 90 for the 912 UL, RON 95 for the ULS, and RON 95/97 with max 10% ethanol for the NG. The engines are not certified aviation engines. Propellers are 2- or 3-blade FITI.

WHAT TO INSPECT

Read SB01/2016. It was issued after an accident in Norway and applies to aircraft with a non-original airbox. A filter inside the hot-air hose, held by fine wires, can come loose and be drawn into the airbox or carburettor. ATEC requires the hose to be removed and checked before the next flight, and the check logged. Also confirm the type certificate, the log books and the rescue system fitted (USH 52 S or USH 600 are listed).

HANDLING AND ASSEMBLY NOTES

The FlightLevel checklist for a Faeta gives rotation at 70 km/h, lift-off at 75 km/h, climb Vx 110 km/h, cruise 120-230 km/h, final 90 km/h and touchdown 70 km/h. Assembly and disassembly need at least two people. Locking nuts and split pins must be replaced on each reassembly, and gel-coat can crack if surfaces are pushed hard.

SPECIFICATIONS

Ul Max Takeoff Weight Kg	450
Ng Max Takeoff Weight Kg	600
Max Luggage Weight Kg	5
Ul Base Engine Power Hp	80
Ul Uls Takeoff Power Hp	100
Ng Takeoff Power Hp	100
Max Takeoff Engine Speed Rpm	5800
Max Continuous Engine Speed Rpm	5500

PERFORMANCE

Aerotow Max Glider Weight Kg	750
Rotation Speed Kmh	70
Liftoff Speed Kmh	75
Climb Speed Vx Kmh	110

V-SPEEDS

Vne Kt	146
Va Kt	85
Vc Kt	123
Vra Kt	122
Flaps I Max Speed Kt	70
Flaps Ii Max Speed Kt	65
Flaps Iii Max Speed Kt	59

WEIGHT & BALANCE

Ul Max Takeoff Weight Kg	450
Ng Max Takeoff Weight Kg	600
Max Luggage Weight Kg	5

SAFETY NOTES

- Rotax 912 engines are not certified aviation engines; the manuals say failure can occur at any time. Plan altitude and track to allow a safe landing.
- Per the manual, the aircraft is operated at the user's own risk and is not subject to CAA authorisation.
- Aerotow: single pilot only, maximum takeoff weight 450 kg, towed glider max 750 kg. Landing with the rope attached is prohibited except in emergencies.

AI-aggregated guide for the ATEC 321 Faeta · sources: Flight and Operations Manual of ATEC 321 Faeta ultralight aircraft with Rotax 912 UL/ULS (#100416) · Flight and Operations Manual of ATEC 321 Faeta NG aircraft with Rotax 912 iS (#100417) · Flight and Operations Manual of ATEC 321 Faeta UL aircraft (#100738) · Amendment to Flight and Operations Manual of ATEC 321 Faeta UL aircraft - Aerotow (#100419) · ATEC 321 Faeta PH-4C7 (#100418) · Bulletin 1/2016 - ATEC Aircraft (#101385) · Aircraft assembly and disassembly (#100858) · generated 2026-10-17 · Reference only, not for flight. Check the original documents before relying on this guide.