COMING SOON

ULBI WT-01 Wild Thing

Häusern, Germany



STARTING PRICE	OPENING PRICE	BIDS PLACED	RESERVE PRICE
—	—	0	No

LOT	AUCTION	BRAND	CATEGORY
#178	#149	ULBI	Aircraft

BIDDING CLOSES	SELLER
—	C****s

This document is a snapshot taken at the time and date shown. Prices, bid counts, closing times and availability change continuously. Always confirm the current position on collectairs.com before bidding or making any commitment.

DESCRIPTION

When European ultralight aviation leaned heavily toward slick, composite cross-country machines during the late 1990s, the ULBI WT-01 Wild Thing took a radically different path. Engineered with uncompromising squared-off lines and all-aluminum sheet construction, it offered back-country utility and short takeoff and landing performance at a time when most light aircraft were chasing aerodynamic slipperiness. It proved that light-sport flyers did not all want glass-fiber speed machines; many wanted a durable, unpretentious workhorse capable of operating off rough grass strips and short farm patches.

Designed in Germany by Rüdiger Treichel and manufactured by Ultraleichtbau Impuls (ULBI), the WT-01 was built to provide bush-plane characteristics within the strict gross weight limits of the European ultralight category. Rather than relying on fragile fairings or complex composite structures, the design opted for traditional sheet metal, standard aviation rivets, and a forgiving high-lift wing profile. The result was an airframe that could handle unpaved fields, offer effortless low-speed control, and be easily maintained using standard sheet-metal working techniques.

Quick facts

What is the WT-01 Wild Thing like to fly in bush country?

In the air, the Wild Thing prioritizes control authority at low airspeeds over blistering cross-country pace. Thanks to its generous wing area and thick high-lift aerofoil, the aircraft remains remarkably docile near the stall, giving the pilot immense confidence when flying tight approaches into short or constrained landing areas. Control forces are light and progressive, with flaperons providing responsive roll authority even when operating close to the bottom of the airspeed indicator.

Visibility from the cockpit is exceptional for a high-wing design, particularly during steep approaches and off-field operations. The forward-slanted windshield and large side doors allow the pilot to keep the touchdown point in clear view throughout low-speed maneuvers. On ground roll, the sturdy landing gear absorbs uneven turf with ease, making the aircraft feel entirely at home on unimproved farm strips where narrow-track composite trainers would struggle.

Powerplant, systems and technical highlights

- Powered primarily by four-cylinder Rotax 912 engine variants, delivering 80 hp or 100 hp with high mechanical reliability and low fuel burn.
- All-metal construction using aircraft-grade aluminum alloy, eliminating concerns over UV degradation or hidden composite delamination.
- High-lift wing design engineered for short takeoff roll and steep climb angles, ideal for operating out of restricted fields.
- Robust mechanical flight control linkages utilizing pushrods and cables, providing direct feedback and straightforward maintenance.
- Spacious side-by-side cabin arrangement with large doors that can be fitted with bubble windows for enhanced visibility.
- Flexible landing gear configuration offered in either tricycle arrangement with a steerable nosewheel or a traditional taildragger setup.

How it compares

Figures are representative for typical aircraft in this class powered by Rotax 912 series engines. Performance figures vary based on engine variant, propeller pitch, and local operating weight regulations.

Honest ownership note: Because ULBI is no longer in active serial production, prospective owners must rely on community support, type clubs, and independent light-aircraft maintenance engineers for parts and technical guidance. While the airframe utilizes conventional aluminum sheet and standard hardware that any skilled sheet-metal mechanic can work on, unique structural pressings or model-specific canopy plastics may require custom fabrication. A pre-purchase inspection should focus heavily on skin fatigue around rivet lines, structural attachments on the landing gear legs, and corrosion in unpainted aluminum internal surfaces, particularly if the aircraft was operated in humid coastal regions. Engine maintenance for the Rotax 912 family is widely supported globally, but verifying gearbox inspection intervals and rubber hose replacement dates is essential.

Exterior and cabin

Exterior

- Square-cut, utilitarian all-metal fuselage with exposed rivet lines highlighting its rugged bush-plane lineage.
- High-mounted wing braced by sturdy struts, offering generous ground clearance for field operations.
- Broad vertical tail and oversize rudder assembly providing strong directional stability during crosswind landings.
- Sturdy main gear legs matched with oversized tires suited for unpaved grass runways.

Cabin and cockpit

- Side-by-side two-seat cabin with broad transparent doors providing expansive side and downward visibility.
- Utilitarian dashboard layout with ample surface area for analog flight instruments or retrofitted avionics.
- Dual control sticks and throttles allowing comfortable dual-instruction or solo flying from either seat.
- Simple, functional cabin trim designed for easy cleaning and resistance to mud, boots, and active field use.

Who is the WT-01 Wild Thing for?

- Pilots operating out of short grass strips or farm fields where conventional aircraft lack takeoff performance.
- Aviators who prefer the visual inspectability and straightforward repairability of sheet-metal construction.
- Recreational flyers seeking low operating costs, low fuel consumption, and simple mechanical systems.

The ULBI WT-01 Wild Thing remains one of the most endearing and practical metal ultralights in light aviation. It trades fashion-statement aesthetics for genuine off-field utility, structural longevity, and forgiving handling characteristics. For the aviator who values grass-strip freedom over instrument-flight speed, the Wild Thing offers an authentic, unpretentious flying experience that is as economical to run as it is enjoyable to operate.

SPECIFICATIONS

General Information

Model	**WT-01 Wild Thing**

Engine & Power Systems

Engine Type	**Rotax 912 ULS**
Propeller Type	**Fixed-pitch or ground-adjustable 3-blade**

Avionics & Equipment

Avionics	**Basic VFR flight and engine instrumentation**

PHOTOGRAPHS

4 of 5 photographs reproduced here. The complete gallery is on the listing page.

EXTERIOR


4
D-MHIP





INTERIOR



HOW TO BID ON THIS LOT

Bidding is online at CollectAirs. Register and complete verification in good time before the lot closes, verification is reviewed by our team rather than granted instantly.

collectairs.com/auctions/ulbi-wt-01-wild-thing

Questions about this aircraft, the paperwork or the process can be sent to our team at any hour on WhatsApp, or by email at info@collectairs.com.

IMPORTANT INFORMATION

Closing times can change

The closing time shown is indicative. Auctions may be extended automatically when bids arrive close to the deadline, and CollectAirs may reschedule, pause or withdraw a lot at any time. The time shown on the website governs.

Prices are indicative

Starting prices, current bids and any reserve are subject to change and may be corrected, revised or withdrawn. Where a lot carries a reserve, the amount is confidential and the lot will not sell below it. Figures here exclude applicable fees, taxes, duties, transport and registration costs.

No offer and no contract

This document is provided for information only. It is not an offer, a valuation, an appraisal, or an invitation to treat, and it forms no part of any contract. Bidding and sale are governed solely by the CollectAirs Terms and Conditions in force at the time of the auction.

Condition and airworthiness

Aircraft are sold as they stand. Descriptions, specifications, hours, dates and maintenance status are supplied by the seller and, while CollectAirs curates and verifies listings, they are not warranted as complete or accurate. Buyers are expected to carry out their own inspection, records review and pre-purchase survey before bidding.

Export, registration and compliance

Deregistration, export, import, customs, tax and re-registration are the buyer's responsibility, as is confirming that the aircraft can be lawfully imported and operated in the intended jurisdiction. Requirements vary by country and can affect both cost and timescale.

Photography and written content

Photographs are supplied by the seller and may have been edited for exposure, colour, straightening or the removal of background distractions, in some cases with AI-assisted tools. Parts of the written description and specification summaries may also have been drafted or edited with AI assistance for clarity and consistency. Such enhancements are made to present the aircraft clearly and are not intended to conceal, add or alter any physical feature, damage or defect. Photographs are illustrative, treat the aircraft itself, and its records, as the only authority on condition.

Seller identity

Seller names are shown in the partially masked form used across the platform. Full counterparty details are exchanged through CollectAirs once an auction concludes.

> This document is a snapshot taken at the time and date shown. Prices, bid counts, closing times and availability change continuously. Always confirm the current position on collectairs.com before bidding or making any commitment.