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My two months in Berlin as an Arthur F. Burns fellow provided a refreshing break from the stresses and responsibilities of my beat back home and, more importantly, a rare insight into journalism and daily life in Germany.

The fellowship began with a well-organized orientation in Washington D.C., where the fellows quickly bonded. At Airlie, a beautiful retreat in rural Virginia, we fellows had deep, intelligent conversations and did dumb, hilarious things.

Arriving in Berlin, my first order of business was to find a bicycle. I secured one on day two and immediately began exploring the city, running errands and biking to our daily German classes. Ignoring the advice of so many fellows in these reports, I did not start learning German until I arrived – mainly because of a lack of free time. I, of course, regretted this, but the classes were still a big help. Two weeks didn't make me even conversational, but it at least gave me a base to build on over the next six weeks – and helped me not look like an idiot in some situations.

Those first weeks felt more like a study-abroad program than a professional-journalism fellowship, with morning classes, periodic field trips with our German teacher and a core of classmates experiencing the same sensations of being dropped in a foreign country. It was a nice introduction to the country, but after a few days, I remembered Frank's warning that the fellowship would fly by and I began working in the afternoons.

Fortunately, my newspaper, the Wall Street Journal, has a 10-person bureau in Berlin. It was a welcome home base for me while in Berlin and made for an easy transition. My friend and colleague Anton Troianovski, a former Burns fellow, is also now the Journal's Berlin correspondent. I was grateful to have him around, both for grabbing beers on a Friday and talking shop over lunch on a weekday.

I came to Germany armed with story ideas, some tied to my aviation beat back home and some not. So by two weeks in, the Journal's Berlin bureau chief had green-lit several of my pitches and I was in reporting mode.

I then began my attachment with the political department at Der Tagesspiegel, a Berlin-based daily newspaper, where I was quickly struck by its small size – and efficiency. Tagesspiegel is a respected national newspaper with nearly 200,000 subscriptions, and its staff fit neatly on one floor. By all accounts from past Burns fellows, the German newspapers often aren't sure what to do with their American and Canadian attachments – particularly those who don't speak German. So, after sitting confused through the morning news meeting on the first day, I resolved to not spend my stint there trying to look busy. I pitched a half-dozen ideas the next day and the editors bit on a few.

My first story, however, was a bit absurd. I pitched a story on differences in water conservation between the U.S. and Germany. One cheeky example I gave was that all my

American Facebook friends were dumping ice water over their heads for charity. The Tagesspiegel editor latched onto that and – effectively rejecting my larger piece – asked me to instead write about the ALS Ice Bucket Challenge. They ran it the next day. At the very least, I looked prescient. Within weeks the challenge arrived in Germany and was all over the news. (One German lawmaker completed the challenge with a marijuana plant in the background.) To my editors, I had broken the story!

My next story delivered my favorite anecdote about my time at Tagesspiegel – and maybe my best insight into the differences between American and German newsrooms. The U.S. had begun airstrikes against the Islamic State in Iraq, and I pitched an analysis on President Obama's internal conflict over getting reinvolved in the country. I sent the story to editors by midday on a Tuesday. By Saturday morning, I hadn't heard a thing back – not even a confirmation email – so I checked in on its status. An editor replied that the story was in the previous day's paper! The editing process at the WSJ can be long and painful. From the looks of the Google-translated version, Tagesspiegel hadn't changed a thing. I took it as a compliment.

In the early weeks, I generally split time between the Tagesspiegel and WSJ newsrooms. I soon realized I was doing too many phone interviews – something I could do from my desk in Chicago. So by late August, I began spending a lot of time traveling and reporting in the field. My editors at both papers seemed indifferent to my emails alerting them of my whereabouts.

The fellowship actually ended up being quite useful for my beat back home. I'd been spending a lot of time reporting on commercial drones, but my coverage naturally had a U.S. bent. Once I began reporting from Germany, I discovered a relatively mature market for the devices in Europe and an entirely different regulatory landscape. I traveled to Hamburg to meet an engineering firm that was using a drone and wrote a long feature for the front of the Journal's business section examining whether U.S. restrictions were leaving the nation's commercial-drone industry behind its peers abroad.

I also spent a lot of time on two A-Heds, which are the quirky stories the WSJ runs on its front page everyday. I figured that platform was a good opportunity to get on the front page while in Germany, particularly given that we have experts on the ground to cover any hard news. I wrote one on a children's game that reached cult status in Germany as a drinking game, traveling to a small town outside Frankfurt to meet a young entrepreneur who was souping up the game and selling his versions online. I wrote another on how some of the biggest players in Berlin's club scene wanted to revitalize Detroit, which they saw as the next Berlin with its cheap rents, abandoned buildings and history with techno music. I wrote a different version of the latter for Tagesspiegel.

Of course, all I've now written about is the work. There was far more to this fellowship for me, from bonding with my German roommate to discovering the magic of döner kebabs to seeing the sun rise at Berlin clubs. I discovered that Berlin is a magnificent city with vibrant culture and a tumultuous, still-raw history. I learned that Germany is a big, diverse country with wonderful people and traditions. And I learned a lot about living and adjusting in a foreign country. The Burns Fellowship confirmed my desire to report abroad and I hope to get that opportunity soon.

■ **Afghan security officials** said Islamic State is beginning to seek a foothold there as foreign troops leave. **A10**

■ **Britain is analyzing** an article purportedly written by a U.K. hostage in which he says he expects to be killed. **A11**

■ **A Vatican document** called for greater outreach to gay and divorced Catholics, marking a dramatic shift in tone. **A16**

■ **Hong Kong police** stepped up efforts to remove protesters' barricades and open roads. **A11**

■ **North Korean dictator Kim** was shown in public for the first time in weeks. **A11**

■ **A Ukraine rebel figurehead** was hospitalized after his car was shot at and crashed. **A9**

■ **Russia and China signed** some 40 deals as Moscow seeks ties to counter sanctions. **A9**

■ **Sections of a fault system** beneath California's Bay Area are ready to unleash large quakes, a new study says. **A2**

■ **A Chinese court sentenced** 12 people to death for deadly attacks in Xinjiang. **A11**

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BAD OMENS: The S&P 500 dropped below a key indicator Monday, suggesting to some traders that more declines are ahead. **C1**

Senate Race Tests Voters' Appetites for Military Action

BY PATRICK O'CONNOR

LITTLE ROCK, Ark.—Few candidates emphasize their military experience more than Rep. Tom Cotton. The Republican Senate challenger peppers stump speeches with references to his stint in the Army. He tours the state in a camouflage-themed RV. A former drill sergeant appears in one of his 30-second TV spots.

The 37-year-old first-term congressman also has become a leading advocate for increased U.S. involvement in the world. He was one of the few members of either party to back President Barack Obama's calls last year for airstrikes in Syria. Mr. Cotton for months has been warning against the dangers of the militant group Islamic State, before the behead-

◆ **Gerald F. Seib: Democrats lose edge on peace, prosperity..... A4**

Where Motown Sees a Derelict Factory, Berliners See a Techno Dance Club

Germans Pitch Detroit Ideas on Music Scene; Deserted Auto Plant's 'Special Aura'

BY JACK NICAS

BERLIN—On each of his last 15 visits to Detroit, Dimitri Hegemann has visited his old friend, Fisher Body 21.

"We really stay in touch," says the 60-year-old Berliner with flowing blonde-and-white hair. "Fisher Body is my first real love."

Fisher Body 21 is a decrepit six-story building that is covered in graffiti, lined with smashed windows and, according to state authorities, dangerously contaminated. Built in 1919, the former auto-parts plant in Detroit was deserted two decades ago.

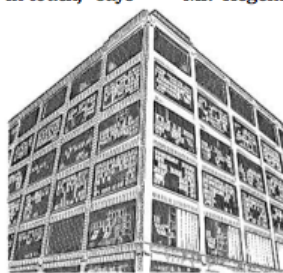
But where others see a case for

"This is beautiful," said pastor Chris Beard, looking over pews filled with African-American, white and Asian worshippers in a church service that opened with a prayer for two dozen Ethiopian babies and closed with a benediction in Korean. "To be one church family pleases the heart of the Lord."

The faces were nearly all white in 2001, when Mr. Beard took charge of the century-old First Christian Assembly of God. Today, half its mem-

proportion of churches in the U.S. with mixed-race congregations—where no single group tops 80%—has grown from 7% in 1998 to 13% in 2012, according to an analysis of the National Congregations Study, a survey run by Duke University.

"I just began to wonder about our being so mono-ethnic in a multiethnic city," said Mr. Beard, the senior pastor of what is now called Peoples Church. *Please turn to page A12*



Fisher Body 21

the wrecking ball, Mr. Hegemann and his friends see the first step toward the revival of America's abandoned city. The asbestos-filled ruin, he says, "has a special aura...and I have plans for it."

Mr. Hegemann, founder of a Berlin nightclub and record label, is spearheading a project called the Detroit-Berlin Connection, an effort by the movers and shakers in this city's music scene to help restart the Motor City. The Berliners compare Detroit to their city after the fall of the Berlin Wall and say it has all the ingredients for a similar rebirth as a center of underground culture: deserted buildings, cheap

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Berliners Want to Rev Up Detroit With Techno Dance Club

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rents and a gritty reputation.

This summer, a dozen Berliners flew to Detroit to conduct a five-hour symposium for locals on how Berlin turned a ruined city into a cultural hub.

They gave lectures on cultivating a music scene, circumventing government bureaucracy and recapturing abandoned buildings. Amid meetings with community organizers and local developers, the Berliners toured ruins, dined at a Zen Buddhism cafe and danced at a techno-music festival.

Berlin and Detroit have a deeper connection than tough times. The Berliners say they want to pay Detroit back for giving Berlin a crucial element to its own recovery: Techno music.

While on a trip to the U.S. in 1987, Mr. Hegemann discovered a demo album of strange industrial beats. Intrigued, he called the

number scrawled on the label and reached the artists, a few young DJs from Detroit. "It reminded me of factory sounds," he said. "Later I found out that everybody from Detroit has at least one relative that worked at" an auto factory.

Mr. Hegemann released the album under his German record label and brought the Detroit DJs to play in Berlin. As the Berlin Wall fell, techno exploded here, fueling all-night dance parties in the city's abandoned spaces. "Detroit techno was the soundtrack to reunification," he said. "It was a key to bring the kids from East and West Berlin together."

Techno music—generally synthetic beats laid over repetitive bass tracks—now powers Berlin clubs that open on Friday and close on Monday. They attract millions of visitors every year.

Katja Lucker, head of the Berlin Music Board, a government-

funded agency that promotes the city's music scene, said she is discussing funding a Detroit residency for German artists with officials in both cities. Ms. Lucker, a political appointee who wears Adidas high-tops and a Detroit Tigers jacket around town, said her trip to Detroit this May made her see the city as "a healing place" that would rejuvenate burnt-out artists. "People are jogging in the streets because there are no cars," she said. "It's so inspiring."

Detroit City Council Member Raquel Castañeda-López, who met with Ms. Lucker and Mr. Hegemann while in Berlin recently, said she is "100% in support" of their projects.

Mr. Hegemann founded Tresor, one of the world's most famous techno-music clubs, in the abandoned bank vault beneath the bombed-out Wertheim department store after the fall of

the Berlin Wall 25 years ago. He has since turned a former East Berlin power plant into an 86,000-square-foot event space. On the roof, he keeps 120,000 bees, whose honey he sells in the basement nightclub. "We call it Techno Honey—a natural energizer," he said.

For his next act, he is targeting Fisher Body 21. For the project, he has enlisted a Detroit real-estate developer, a Detroit architect and a Swiss foundation that helps redevelop abandoned buildings. Mr. Hegemann is confident the contamination issues can be overcome, but if not, he said he would turn his sights to the deserted Michigan Central Station in Detroit.

"The Germans' love of Detroit is palpable. When they were here it was expressed daily and often," said Walter Wasacz, a Detroit music journalist who is Mr. Hegemann's Motor City point man.

Detroit's view of the Germans isn't always as romantic.

Berlin gardener Erika Mayr is trying to get Detroiters to use vacant lots there for commercial beekeeping, arguing it would create jobs and improve neighborhoods. "Where there are bees, things are growing and getting more colorful and more happy," she said.

But after eight trips to Detroit in 10 years, she said no locals have bought in. "They say, 'If it's such a good idea, then why don't you come and do it?'"

Some Detroiters say that while they welcome the interest from Berlin, they discount any comparisons with their city, which faces far deeper problems of crime, race and economics. "They can provide inspiration," said Cornelius Harris, manager of 25-year-old Detroit techno-music group Underground Resistance. "But there are issues in Berlin

that people in Detroit wish they had. There's no real comparison."

Ed Siegel, the Detroit developer who is working with Mr. Hegemann, said that it is unclear if what Detroit needs is a techno club. "I have to balance the romanticized version of Detroit internationally with what people here actually want," he said.

In the control room of his former East Berlin power plant, where red leather sofas now accompany antique 7-foot computers, Mr. Hegemann showed off pictures of Fisher Body 21 and ticked off his ideas for the 536,000-square-foot abandoned factory: pop-up restaurant, art festival, startup co-working space, techno club.

Forget the look of the building, he said, "it's about the soul." To turn it into a techno club, Fisher Body 21 "just needs red lights and a kicking sound system."

U.S. Rules Clip Drone Makers' Wings

FAA Ban Is Boon To Overseas Rivals

By Jack Nicas

BERLIN—In four years, **Service-drone.de** GmbH has emerged as a promising player here in the rapidly expanding commercial-drone industry. The 20-employee startup has sold more than 400 unmanned aircraft to private-sector companies and now is pitching its fourth-generation device.

Over the same period, Seattle-based **Applewhite Aero** has struggled to get permission from the Federal Aviation Administration just to fly its drones, which are designed for crop monitoring. The company, founded the same year as Service-drone, has test-flown only one of its four aircraft, and is now moving some operations to Canada, where getting flight clearance is easier.

"We had to petition the FAA to not carry the aircraft manual onboard," said Applewhite founder Paul Applewhite. "I mean, who's supposed to read it?" Mr. Applewhite, like many of his U.S. peers, fears the drone industry "is moving past the U.S., and we're just getting left behind."

The U.S. introduced drones to the world as machines of war. But as unmanned aircraft enter private industry—for purposes as varied as filming movies, inspecting wind farms and herding cattle—many U.S. drone entrepreneurs are finding it hard to get off the ground, even as rivals in Europe, Canada, Australia and China are taking off.

The reason, according to interviews with two-dozen drone makers, sellers and users across the world: regulation. The FAA

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Co-founder Oliver Knittel test flies a Service-drone.de GmbH aircraft near Berlin. Drone makers in Germany say they are generally profitable.

Jack Nicas / The Wall Street Journal

U.S. Rules Clip Drone Makers' Wings

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has banned all but a handful of private-sector drones in the U.S. while it completes rules for them, expected in the next several years.

That policy has stifled the U.S. drone market and driven operators underground, where it is difficult to find funding, insurance and customers.

Outside the U.S., relatively accommodating policies have fueled a commercial-drone boom. Foreign drone makers have fed those markets, while U.S. export rules have generally kept many American manufacturers from serving them.

The FAA said its policy reflects concern for people in the air and on the ground. It rejected any comparison to foreign regulators, saying the U.S. has more low-flying private planes that are at risk from drones.

In September the FAA authorized six filmmaking companies to use drones, bringing to eight the number of approved U.S. commercial-drone operators. In Europe, there are thousands.

The U.S. is home to at least one commercial-drone success: California-based **3D Robotics** Inc. The 200-employee company has emerged as one of three industry giants, along with **Parrot**

SA of Paris and **SZ DJI Technology** Co. of Shenzhen, China. These companies have captured the vast majority of the global nonmilitary-drone market by selling easy-to-fly devices for less than \$2,000.

DJI has flooded the U.S. and over 100 other countries with its 2-pound, camera-equipped Phantom drones. The four-rotor miniature helicopters cost around \$1,000.

Meanwhile, 3D Robotics, the smallest of the trio, can't test-fly its drones in the U.S., where export rules also have blocked it from shipping its similar devices to many countries, including China, Brazil and Russia.

FAA regulations prompted **Google** Inc. and **Amazon.com** Inc. to test their delivery-drone prototypes in Australia and Canada, respectively. In September, **Deutsche Post DHL** AG of Germany said it would start commercial deliveries of medicine to a North Sea island in a month-long test, aided by cooperation among German agencies that are restricting airspace for drones.

Google, Amazon, 3D Robotics, DJI and several other companies this month unveiled a political-action committee to lobby in the U.S. for policies to nurture the nation's drone market.

Amazon and Google recently drew attention with talk of delivery drones but companies using drones today are more like **Wasser-und Verkehrs-Kontor** GmbH, an engineering firm in Neumünster, Germany, about 55 miles south of Denmark.

In June, WVK bought an eight-rotor \$50,000 Service-drone that resembles a spider, and began using it to make 3-D models of roads, buildings and a powdered-milk factory.

The firm says the drone is transforming its engineering. Before, workers took ground-based measurements for two days to yield a two-dimensional map of a flood-prone intersection with an accuracy of 1.5 meters, or roughly 1.6 yards. The drone required just three 10-minute flights to produce a 3-D model of the intersection with 1-centimeter, or about 0.4-inch, accuracy.

The model looks like a high-definition photo, but it is actually a mosaic of millions of data points, allowing engineers for the first time to accurately simulate how water would collect.

"You can't compare," said Manfred Greve, a champion model-aircraft pilot who flies WVK's drone. "It's like you're racing a race car and a bicycle."

In Europe, Germany has the

biggest cluster of drone makers, who say they are generally profitable and operate on cash from sales. Most U.S. drone makers and service providers are scrapping by on venture-capital funding and customers who use the devices against FAA policy.

One of the most successful U.S. drone companies, **Trimble Navigation** Ltd., doesn't make or sell a single drone in the U.S. The California-based firm acquired a Belgian drone maker in 2012 and has since expanded sales to most of the developed world—outside the U.S.

Export rules prompted 3D Robotics to temporarily halt shipments to 44 countries this spring. It has since secured a new classification from the U.S. Commerce Department, in part because it manufactures its drones in Mexico, allowing it to resume foreign sales.

DJI sells an octocopter for less than \$5,000 that rivals the pricier devices made by German companies like Service-drone.

The 2,500-employee company had about \$130 million in revenue last year, a DJI spokesman said. With most of its drones priced around \$1,000, industry watchers say the company has sold hundreds of thousands of devices.



Service-drone.de GmbH of Germany test-flies a drone near Berlin.

Steve Klindworth, head of a DJI drone retailer in Liberty Hill, Texas, said many of his customers are entrepreneurs who violate FAA policy or hobbyists, who are allowed to use drones. Revenue has nearly tripled over the past several months to more than \$25,000 a day, he said. If rules for U.S. drones don't arrive soon, he said "It'll reach a point of no return where American companies won't ever be able to catch up."

This is a finished story slated to run on the front page of The Wall Street Journal as [an A-Hed](#) in early November.

Designed for Preschool, Used for Prost

German Students Reclaim Kids' Game for Drinking; Game's Maker: 'There is a God.'

By Jack Nicas

HÜNFELD, Germany—Looping Louie was named Germany's children's game of the year in 1994. It took two more decades for the contraption to earn its current superlative: One of this country's most popular drinking games.

Designed for preschoolers, Looping Louie is a four-player tabletop game with a motorized plane that circles around the board, knocking off players' tokens. The storyline is that Louie, an aviator with a deranged grin and thick mustache, is swooping down to players' barns to scare away their chickens. Players press levers that launch Louie over their barns and toward other players.

German Millennials, many of whom played Looping Louie as children, have added another rule: a shot of Schnapps or swig of pilsner after every loss. "Normally it's for small kids," said Rebekka Hofmann, a 21-year-old dressmaker from Burghaun, Germany. "But with drinking, we turn into small kids."

Looping Louie has become a cult phenomenon in Germany, inspiring Internet memes, making a cameo in a German music video and becoming a mainstay in university dorms and shared apartments nationwide. Rhode Island-based Hasbro Inc. discontinued the game years ago in the U.S., but following Louie's takeoff in Germany, the company is now planning his return.

In Germany, a country with 81 million people, Looping Louie has sold more than 1.3 million copies since 2006 – far more than in any other country, according to Longshore Ltd., the game's Hong Kong maker. A game with a quarter of those results would be considered a success, Longshore said. Hasbro, which distributes the game in Germany, said Looping Louie has "a cult following" but declined to discuss sales.

"Over the years it's kind of died in the other countries, but in Germany ... it's a monster seller," said Michael Kohner, Longshore's 71-year-old sales agent. "It caught on as the perfect drinking game." When that happened, he recalled, "We said, 'There is a God.'"

Looping Louie is the No. 2 best-selling game on Amazon's German website, holding a spot in the top 100 for more than seven years. While its page depicts smiling children, most of its nearly 1,000 reviews extol its ability to get players drunk. "The worst hangover of my life," one is titled. "On the eighth day, God created Looping Louie," reads another.

The page has also featured advertisements for beer-pong accessories and a game called "Kneipentour," or pub crawl. And it informs shoppers that customers who bought Looping Louie also bought two other children's games German students use to get drunk, featuring a crocodile and a pirate.

"If you ask 10 students at university, nine of them will know Looping Louie," said Christoph Gabriel, a 30-year-old enthusiast from Stuttgart, Germany. And many also know its reputation for getting players drunk fast. It's well known in Germany that girlfriends don't like Looping Louie," he said.

The game's success is now spawning Looping Louie entrepreneurs. A handful of young German engineers supercharge the motor, glue games together and add flashing lights or little holes to hold shot glasses. They sell the souped-up versions online, where there is also a market for replacement parts and custom tokens.

"My girlfriend told me I was very stupid to think people will buy this," said Mr. Gabriel, a Porsche AG engineer who developed a circuit board that randomizes the speed and flow of Louie's plane—a device he calls Somersault Sammy. In less than two years, he has sold nearly 6,000 of the gadgets for about €17

(\$21.50) each. He has now outsourced assembly. “There is a real market in Germany for Looping Louie tuning,” he said.

In Hünfeld, 26-year-old Thomas Wieczorek has turned an office in his parents’ home into his “Looping Louie laboratory.” Dismembered parts sit beside a map of Germany and an old container of meat salad full of spare screws. The software engineer and his father solder electrical components onto a circuit board to create a remote control for Louie. They also saw parts off one game and screw them to another to create an eight-player version, which they sell with the remote for €17 (\$126).

Dozens of Internet videos showcase more extreme homemade versions, with glow-in-the-dark parts, touchscreen remotes, roulette wheels to decide what the loser drinks and smartphone apps that control Louie. There are even life-size outdoor models, versions where losers get an electric shock and a homemade Looping Louie-themed videogame in the works. One video shows a version in which players apparently [control the levers with their minds](#). “German students are very creative when it comes to drinking,” Mr. Wieczorek said.

After Hasbro had a short but successful run with Looping Louie in the 1990s, including in the U.S. Longshore acquired the rights in 2005 and tweaked the game to fit a smaller box. Hasbro signed on as a distributor and together the companies re-released the game across Europe. It’s known as Stef Stuntpiloot in the Netherlands, Gino Pilotino in Italy and Flying Joseph in Israel.

Soon executives noted big sales in Germany and realized Louie had started hanging out with an older crowd. “To be honest with you, we got lucky,” said Wai Or, Longshore’s chief executive, who says that he, too, now uses it as a drinking game.

Mr. Or said Hasbro recently signed on to bring Looping Louie back to the U.S., scheduled for release in 2015 or 2016. Hasbro confirmed it “plans to reintroduce the game in additional countries next year.”

There’s evidence Louie may catch on with American students. When German university student Daniel Schopp spent a semester at the University of North Carolina at Charlotte in 2011, he shipped Looping Louie to his dorm after realizing his American classmates didn’t know it. “They said they liked it better than beer pong,” he boasted.

One American classmate, Lee Pham, was such a fan his friends nicknamed him Looping Lee. “The first thing we thought was, Of course the Germans use a children’s game to drink,” Mr. Pham said. “We know they start drinking early.”

-end-

CORPORATE NEWS

New Role for Drones: Drug Delivery

After Tests by Amazon and Google, DHL Hopes to Show the Technology's Real-Life Use in Remote Area

By Jack Niclas

BERLIN—Deutsche Post DHL AG said it would use a drone to deliver medication to a German island in the North Sea, marking the first routine drone delivery to customers and another step in the rapid advancement of the technology.

DHL said on Wednesday that as part of a monthlong feasibility project, it will start using unmanned aircraft this week to carry medicine from the harbor town of Norddeich, Germany, to the small island of Juist. Each day—depending on weather—the drone will fly autonomously on a preprogrammed 7½-mile route, the first routine missions in Europe in which a drone will operate beyond the pilot's eyesight, DHL said.

DHL's plans follow those of Amazon.com Inc. and Google Inc., which have each tested their own delivery drones. Those U.S. Internet companies have said the routine deployment of the devices is years away—in part because of regulatory challenges—but DHL is hoping to demonstrate that the technology is ready for some real-world applications.

Drone makers and observers have touted the potential for drone deliveries in remote areas where existing infrastructure makes shipping difficult. Governments have also been more willing to authorize drone flights over less populated areas, so the technology is expected to arrive first in islands like Juist, where there are no cars, and the re-



DHL said it would use unmanned aircraft to transport medication to residents of a small German island, Juist, which is located in the North Sea.

mote outback in Queensland, Australia, where Google tested its delivery drones.

DHL typically transports parcels to Juist via ferry or small plane. In part to account for the air traffic to the island, several government agencies worked together to establish a restricted flight area specifically for the drone flights there, DHL said.

U.S. aviation authorities have moved more slowly than other countries in approving commercial-drone flights, even for testing, prompting Amazon to conduct some of its tests in Canada, and Google in Australia.

DHL launched its drone-research project last year in Bonn, Germany, delivering medication across the Rhine River to a lawn

behind the company's headquarters. In that weeklong project, a pilot on the ground controlled the bright-yellow quadcopter—a small helicopter with four rotors—on its 1½-mile round trip.

DHL said its partners, Microdrones GmbH and a German university, revamped the drone for the new project to withstand the wind and weather conditions

of the North Sea.

The drone will land on a specified field in Juist, where DHL couriers will retrieve the parcels and deliver them to residents and vacationers on the island. DHL said pilots on the ground in Norddeich will stay in contact with air-traffic controllers and monitor the drone in case they need to intervene.

Post Office Seeks Nod For Grocery Expansion

By Laura Stevens
and Greg Bensinger

The U.S. Postal Service wants to deliver more groceries for Amazon.com Inc., and potentially for other retailers.

The agency sought approval for a two-year test of the plan in multiple metropolitan areas, beginning as soon as Oct. 24.

The Postal Service has been conducting a 60-day trial with Amazon in San Francisco, where it is delivering prepacked groceries early in the morning; that program is due to end in mid-October.

In a filing Tuesday with the Postal Regulatory Commission, the Postal Service said the expanded test could bring in revenue of more than \$10 million a year for the cash-strapped agency. It said it is hoping to develop "a long-term, scalable solution to enable expansion of customized delivery to additional major metropolitan markets across the nation." The filing didn't identify the metropolitan areas, and agency spokeswoman Sue Brennan said she couldn't provide further details.

The Postal Service said it would seek to provide delivery service for more food retailers, and that it may test delivery periods other than early morning.

The project is the latest in a string of aggressive moves by the Postal Service to compete in the package-delivery market. Earlier this month, it clocked

DIE KÄMPFE IM IRAK *Debatten in Deutschland und den USA*

Mit den Waffen des Parlaments

Deutsche Militärgüter ins Konfliktgebiet: Muss darüber der Bundestag entscheiden?



Wo bleiben die Waffen? Ein kurdischer Kämpfer auf Beobachtungsposten in der Nähe der Stellungen von IS-Terrormilizen bei Mossul im Nordirak.

Foto: Youssef Boudial/Reuters

VON JOST MÜLLER-NEUHOFF
UND ANJTE SIRLESCHTOV

Die Bundesregierung prüft die Lieferung von Waffen in den Norden des Irak, um dort kurdische Kämpfer im Konflikt mit der Terrormiliz „Islamischer Staat“ (IS) zu unterstützen. Am Mittwoch hat die Regierung die Grundsatzentscheidung getroffen und bis zur nächsten Woche Untersuchungen darüber angekündigt, was wann und in welcher Form geliefert werden soll. Angela Merkels Regierungssprecher Steffen Seibert hatte am Mittwoch zugesagt, dass es bei der Lieferung ein „korrektes rechtliches Verfahren“ geben werde und der Bundestag angemessen beteiligt werden solle.

Nach welchem Verfahren sollen die Waffen geliefert werden?

Die Bundesregierung prüft dies noch, heißt es offiziell. Es gibt keine historischen Vorbilder dafür, es ist Neuland, auf das sich die Bundesrepublik wagt. Falls man die Lieferung als Bündnisunterstützung

weil Waffen eben nicht wie typische Exportgüter hergestellt und verkauft werden, sondern aus dem Bestand der Bundeswehr kommen. Hier sieht das Kriegswaffenkontrollgesetz ausdrücklich eine Ausnahme vor: Wenn der Bundeswehr Waffen überlassen werden oder andere diese von ihr „erwerben“, wie es im Gesetz heißt, ist der Vorgang genehmigungsfrei.

Worauf kann die Regierung ihre Zusage sonst stützen?

Auf die Reichweite ihrer politischen Entscheidung, die im Bereich des Auswärtigen sehr weit führen kann. Dies ist auch die wahrscheinlichste Variante. Die Lieferung wäre demnach kein herkömmlicher Rüstungsexport, sondern eine Art technischer Unterstützung. Allerdings nicht eine für die Kurden, sondern für den irakischen Staat. Würde die Bundesrepublik den Kurden direkt Waffenhilfe zukommen lassen, käme sie in Konflikt mit ihren völkerrechtlichen Friedenspflichten.

ges, Inneres, Justiz, Verteidigung und Entwicklung. Der Rat entscheidet mit einfacher Mehrheit über Exportgenehmigungen für Waffen und Rüstungserzeugnisse. Seine unregelmäßig stattfindenden Beratungen sind geheim, die Öffentlichkeit wird über Termine und Tagesordnungen nicht informiert. Die Protokolle landen zudem als geheime Verschlusssache im Bundeskanzleramt.

Muss der Bundestag der geplanten Waffenlieferung zustimmen?

Im Augenblick ist die rechtliche Lage vergleichsweise klar. Nach dem Parlamentsbeteiligungsgesetz, das der Bundestag 2005 erlassen hat, muss die Regierung nur den „Einsatz bewaffneter deutscher Streitkräfte im Ausland“ genehmigen. Dazu gibt es ein genaues Verfahren der Beratung und Mandatserteilung durch das Parlament und ebenso genaue Anweisungen, wie das Parlament zu beteiligen ist, wenn etwa Gefahr im Verzug ist und der Einsatz möglicherweise zu spät kä-

men. Bereits in der vergangenen Woche wurden die Ausschüsse des Parlaments für Verteidigung und des Auswärtigen informiert. Nach der Entscheidung der Regierung in dieser Woche wurden die Obleute aller Fraktionen in den Ausschüssen konsultiert. Nachdem Grünen-Fraktionschefin Katrin Göring-Eckardt am Mittwoch eine Sondersitzung des Bundestages und eine Regierungserklärung der Bundeskanzlerin gefordert hatte, veränderte sich die Stimmung – auch in der Union. So stellte Parlamentspräsident Norbert Lammert (CDU) unwidersprochen klar, dass die Beteiligung des Parlaments in der Frage der Waffenlieferung mit der Konsultation der Ausschüsse „begonnen“ habe. Man darf also annehmen, dass auch den Koalitionsfraktionen klar wurde, dass sich die Kanzlerin in dieser wichtigen Frage der Öffentlichkeit, also dem Parlament, stellen sollte.

Die Grünen-Fraktion jedenfalls wurde so über Nacht zur Taktgeberin. Am Donnerstagmittag verschickte die Fraktions-

US-Präsident Obama wollte nicht in einen Krieg im Irak hinein-gezogen werden – nun sind die USA wichtige Streitmacht im Kampf gegen die islamistische Terrormiliz IS. Was bedeutet das für Obamas Image?

Im Juli 2008 schrieb der damalige US-Präsidentchaftskandidat Barack Obama einen Meinungsartikel in der „New York Times“. Darin kritisierte er den Irakkrieg. Er schrieb: „An meinem ersten Tag im Amt würde ich dem Militär eine neue Mission geben: diesen Krieg zu beenden.“ Sechs Jahre später und nach dem eigentlichen Rückzug der amerikanischen Truppen aus dem Irak greift Obama das Land mit Luftschlägen gegen eine Terrorgruppe erneut an. Das macht ihn zum vierten US-Präsident in Folge, der Militäraktionen im Irak anordnet.

Obama wollte es eigentlich unbedingt vermeiden, Teil dieser Statistik zu werden. Er hat nach allem, was man hört, sehr gezögert, die USA erneut in die Geschehnisse im Irak zu verwickeln, dem Land, das die Vereinigten Staaten im vergangenen Jahrzehnt tausende Leben und mehr als eine Billion US-Dollar gekostet hat. Aber egal wie sehr Obama versucht hat, die USA vom Mittleren Osten abzukoppeln, die Unruhen in der Region waren zu gewaltig, um sie zu ignorieren. Je nachdem, wie lange die jetzige Intervention im Irak dauern wird und wie intensiv sie ausfällt, könnte Obama weniger als der Präsident in Erinnerung bleiben, der den Krieg beendet hat, als vielmehr ein Präsident wie George W. Bush, der vor allem Terroristen in Übersee bekämpft hat.

Meinungsumfragen vor dem Beginn der Luftangriffe zeigen, dass die Öffentlichkeit in den USA wenig Interesse an einer Offensive im Mittleren Osten hat. Trotzdem, zumindest in Washington, gehört diese Entscheidung zu einer der populärsten seiner Präsidentschaft. Die meisten Beobachter im Kongress, den Medien und der Wissenschaft unterstützen die aktuelle Irak-Politik öffentlich.

Die Demokraten im Kongress sind traditionell skeptisch gegenüber Aktionen des US-Militärs im Mittleren Osten, aber sie haben generell zugestimmt, dass die USA den Vormarsch der Terrorgruppe IS stoppen müssen. Republikaner, die normalerweise immer schnell bereit sind,

Obamas Risiko

sich Obamas Vorstößen in den Weg zu stellen, loben den Präsidenten für die Luftschläge.

Mancher US-Politiker verlangt bereits weitergehende Aktionen. Republikaner und sogar einige Demokraten im US-Kongress wollen die kurdischen Kämpfer im Irak, die sich gegen die IS stellen, besser bewaffnen und auch der Freien Syrischen Armee mehr Waffen liefern. Die einen drängen auf Luftangriffe gegen IS in Syrien, die anderen würden sogar eine neue Bodenoffensive der US-Truppen im Irak befürworten.

Obama hat zugesagt, dass die USA kurdische Kräfte unterstützen und bewaffnen wollen, aber er hat auch seinen Widerstand gegen Bodentruppen im Irak erklärt. „Ich habe von Anfang an klargestellt, dass wir nicht erneut tausende US-Truppen entsenden“, sagte er in dieser Woche.

Doch so oder so wirkt es, als erweitere Obama den Umfang der Offensive. Er hat die Luftschläge ursprünglich mit dem

Schutz von Amerikanern im Irak und der Verhinderung von Massenmorden an religiösen Minderheiten gerechtfertigt. Am Montag sagte er dann aber, die Irak-Operation sei eine Sache der „nationalen Sicherheit“, denn die USA hätten großes Interesse

daran, den Vormarsch einer Gruppe wie IS einzudämmen, da sie sonst „eine Gefahr für uns werden könnten“. Auch die Zahl der Luftschläge nimmt zu.

Einige Beobachter glauben, die US-Aktionen werden zunehmen. „Unsere Aufgabe im Irak und in der Region geht weit über den Schutz von religiösen Minderheiten hinaus. Es geht um die gesamte Zukunft der Region“, sagt Marc Landy, Politikprofessor am Boston College und Präsidentschaftsexperte. Landy vermutet, dass diese Offensive einer der wichtigen Pfeiler von Obamas Vermächtnis wird. Ein Erfolg werde ihn zu dem Präsidenten machen, der das Irak-Problem endlich gelöst habe. „Aber die größere Gefahr ist, dass es nicht erfolgreich wird und er denjenigen hat, der den Irak den Stecker gezogen hat, nachdem wir so viel in die Rettung des Landes gesteckt haben“, sagt Landy. „Obama riskiert viel mit dieser Aktion.“

JACK NICAS

In aller Welt gilt die verfallene US-Industriemetropole als Beispiel für das Scheitern des amerikanischen Traums. Für eine Gruppe von Berliner Club-Veteranen ist sie die gelobte Stadt

VON JACK NICAS

„Wäre ich noch mal 23, würde ich nach Detroit ziehen“, sagt Dimitri Hegemann, 60, Gründer des „Tresor“-Clubs, der die Berliner Techno-Szene einst weltweit berühmt machte. Und David Bowie, der das Berlin der 1970er Jahre zu seiner vorübergehenden Heimat machte, „der ginge dort auch hin“.

Hegemann und viele seiner Mitstreiter in der Berliner Clubszene sind wie verzaubert von Detroit, manche nennen die Stadt im Südosten von Michigan schon das nächste Berlin. Die schrumpfende Metropole, deren besten Jahre als Industriezentrum lange vorbei sind, hat für sie alle Zutaten für eine Wiedergeburt als Mekka der Underground-Kultur: Verlassene Gebäude, billige Mieten und einen düsteren Ruf. „Alles steht bereit“, sagt Hegemann, ein gespannter Mann mit fließendem, blond-weißem Haar. „Jetzt fehlen nur noch die Menschen.“

Manche freuen sich über die Hilfe aus Berlin – aber es gibt auch Warner

des Berliner Nachtlebens, die US-Stadt so wiederzubeleben wie einst Berlin nach dem Fall der Mauer.

Vor ein paar Monaten reisten zwölf Berliner nach Detroit und veranstalteten ein Symposium darüber, was die Stadt von Berlins Wiedergeburt seit 1989 lernen kann. Darunter die Chefs des Kreativdorfs „Holzmarkt“, des Musicboards Berlin und der Club Commission. Sie hielten Vorträge darüber, wie man eine Musik-Szene pflegt, die Bürokratie umgeht und leerstehende Gebäude mit neuem Leben füllt. Die Beteiligten betonten, dass es ihnen nicht um geschäftliche Interessen geht. Sie wollen Detroit etwas zurückgeben. Dafür, dass Ihnen die Stadt einst etwas gab, das für die Wiederbelebung Berlins enorm wichtig war: den Techno.

Als Hegemann 1987 die USA besuchte, entdeckte er eine in Deutschland unveröffentlichte Platte mit merkwürdigen, industriell klingenden Sounds. Er rief die Nummer des Labels an, am anderen Ende war eine Gruppe von jungen,

schwarzen DJs aus Detroit, darunter der damals 24-jährige Jeff Mills, der später den legendären Techno-Club „Underground Resistance“ aufmachte. Die Musik „erinnerte mich an Fabrikgeräusche“, erinnert sich Hegemann. „Später habe ich dann mitbekommen, dass jeder in Detroit mindestens einen Verwandten hat, der einst in der Autoindustrie arbeitete.“

Hegemann veröffentlichte das Album in Deutschland und brachte die DJs aus Detroit 1990 zu seinem Musik- und Kunstfestival „Berlin Atonal“. Mills, inzwischen ein bekannter DJ in Paris, erinnert sich an Kreuzberg kurz nach dem Fall der Mauer: „Wir schliefen in einer Wohnung ohne Zentralheizung – also legten wir uns einfach rund um den Ofen.“

Während die DJs in Detroit eher bescheidenen Erfolg hatten, explodierte die Techno-Welle in Berlin. Die Musik wurde zum Soundtrack für endlose Tanzpartys in verlassenen Orten der Nach-Mauerstadt. So wie das unterirdische Gewölbe unter dem ausgebombten und später ganz abgerissenen Wertheim-Kaufhaus an der Leipziger Straße, in dem Hegemann 1991 seinen „Tresor“ eröffnete. Inzwischen ist die Musik „ein unglaublicher Wirtschaftsfaktor geworden“, sagt Hegemann. Millionen von Besuchern kamen und kommen deswegen nach Berlin.

ANZEIGE



Ein erster Schritt auf einem ähnlichen Weg für Detroit könnte sein, dass auch dort die verlassenen Gebäude wieder belebt werden. So wie es Hegemann 2006 in Berlin erneut gemacht hat: Da übernahm er ein verlassenes Kraftwerk an der Köpenicker Straße und verwandelte es in einen 8000-Quadratmeter-Event-Raum. Im Keller eröffnete er den „Tresor“ neu.



Der Beat der Stadt. Dimitri Hegemann machte mit dem „Tresor“ Berlin zum Zentrum der Techno-Szene. Die Inspiration kam damals aus Detroit. Dort will er nun Gebäude wie das einstige Autowerk „Fisher Body 21“ mit neuem Leben füllen. Fotos: Jack Nicas / Matthew Lewis

sagte zu Hegemanns Idee für Detroit, sie stehe hundertprozentig dahinter. Demnächst will sie um Unterstützung werben.

Immobilienentwickler Ed Siegel ist ebenfalls mit Hegemann über dieses und andere Projekte im Gespräch und freut sich über das Interesse aus Berlin. Aber er warnt auch davor, dass viele Detroiters skeptisch sind, wenn Leute von außen Einfluss auf die Entwicklung der Stadt nehmen wollen. „Wir müssen die romantische Idee, die es international von Detroit gibt, damit in Einklang bringen, was die Bürger hier wollen“, sagt er.

Noch skeptischer sieht das Sebastian Meissner, ein deutscher Musikproduzent und Radiojournalist mit guten Verbindungen nach Detroit. Hegemanns Projekt habe „sehr beschränktes Potenzial“, sagt er. US-Visabeschränkungen machten es deutschen DJs nicht leicht, in Detroit zu arbeiten, und das Gebäude, das Hegemann ins Auge gefasst hat, ist eine „Ruine von einer Ruine“. Sprich: „Es wäre einfacher, es einfach abzureißen und Stein für Stein etwas Neues daraus zu bauen.“

Ein anderes Projekt schwebt Katja Lucker vor, der Leiterin des Musicboards Berlin. Sie überlegt, ein Künstler-Besuchsprogramm in Detroit zu fördern. „Die Menschen joggen auf den Straßen, weil hier kaum Autos fahren, und überall ist es grün“, schwärmt sie. „Da wäre es doch eine gute Idee, erholungsbedürftige Berliner Künstler zum Auftanken dort hinzuschicken.“ Erika Mayr, Gärtnerin und Mitbesitzerin der Kreuzberger Myslivska-Bar, hilft schon seit Jahren Detroitern dabei, leere Flächen für die Bienenzucht zu nutzen. Das schaffe Jobs und verbessere die Lage in den Kiezen. Aber es fällt ihr schwer zu erklären, wieso sie und andere Berliner so erpicht darauf sind, eine Stadt am anderen Ende der Welt zu retten. „Ich weiß es nicht“, sagt sie. „Wir sind da hingekommen und haben uns in den Ort verliebt – da gibt es einfach irgendwie eine Verbindung mit Berlin.“

— Unser Autor Jack Nicas ist Reporter des „Wall Street Journal“ in Chicago. Kürzlich war er mit dem Arthur-F.-Burns-Journalistenprogramm zu Gast beim Tagesspiegel. Mehr über das Berlin-Detroit-Projekt hier: detroitberlin.de/connection/

Pleite für die Fans von Kylie Minogue

Berliner Konzert abgesagt: Veranstalter ist insolvent

„I should be so lucky“ – mit dem Song hat sich Kylie Minogue ins musikalische Gedächtnis all jener gefräst, die in den 1980ern groß geworden sind. Glücklicherweise schätzte sich so mancher Fan der australischen Sängerin nun, wenn er sein Geld wiedersähe. Geld, das er für den Besuch eines ihrer Konzerte ausgegeben hat. Denn der Berliner Veranstalter der Deutschland-Tournee, die Agentur Creative Talent, hat Insolvenz angemeldet und die Auftritte in Berlin, München, Hamburg und Köln gestrichen. Dieselbe Firma kippte im Sommer bereits das Greenville-Festival mit Snoop Dogg im brandenburgischen Paaren/Glien.

Nach Angaben des Insolvenzverwalters sind 12 000 Karten für Kylie Minogues „Kiss Me Once“-Konzerte verkauft worden; 68 000 wären bei voll ausgelasteten Häusern möglich gewesen. Das sei weit unter den Erwartungen.

Wer jetzt auf einem der Kylie-Tickets sitzengeblieben ist, sollte unbedingt aufs Kaufdatum schauen. Stichtag ist der 11. September, der Tag, an dem Creative Talent Insolvenz angemeldet hat: Für seitdem erworbene Karten sei Geld vorhanden, um den Kaufpreis zu erstatten, teilte der Insolvenzverwalter mit. Schwieriger wird's für alle, die sich vor dem 11. September Tickets gesichert hatten. Sie sind nun Gläubiger in einem Insolvenzverfahren und müssen abwarten, wie viel am Ende übrig bleibt. Denn zu den Kylie-Käufern gesellen sich nicht nur die Fans des Greenville-Festivals, sondern auch der Backstreet Boys, deren Auftritte ebenfalls abgesagt wurden. Für alle, die Tickets einer abgesagten Creative-Talent-Veranstaltung haben, soll ab Donnerstag eine Registrierung im Internet möglich sein, wo es dann weitere Informationen zum Gang der Dinge gibt.

Und was sagt Kylie Minogue dazu? Auf ihrer Internetseite schreibt sie in einer „Message to the German Lovers“, dass sie extrem enttäuscht sei und mit ihrem Team nach einem Weg suche, wie die Fans entschädigt werden könnten. Vielleicht könnte sie ja schon mal die Gage zurückzahlen, wie es der Insolvenzverwalter fordert, der den Star notfalls sogar verklagen will. Einen anderen Weg geht die Konzertkasse Ticketmaster: Ihren Kunden bietet sie Karten für acht Shows im Ausland an – ohne Anreise und Unterbringung. Die Fahrt nach Riga oder Lodz dürfte aber eher etwas für die mobileren Fans sein.



Kylie, abgesagt

PHOTO: GARY WOOD

BJÖRN SEELING

Die Adresse zum Registrieren <https://creativetalent.insolvenzsolution.de>

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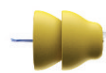
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Taken by a drone in Neumünster, Germany -- August 2014.



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