

What You Need to Know

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Deadly Drugs: Identifying & Litigating Medication Error Cases

Pharmacy errors and prescription drug defects harm approximately 1.5 million people each year. It is important for attorneys to look for and recognize potential medication error cases.

Medication errors often occur at the pharmacy level. Pharmacy transcription errors occur when an oral or written prescription is written down or entered into the pharmacy's computer erroneously. This error can result in replacing the medication for which a therapeutic dose is prescribed with a similar sounding but incorrect medication that is deadly at that same dosage.

Recent Medication Error Cases

Langdon & Emison partner Michael Manners was recently involved in the appeal of a case where a grocery store pharmacy dispensed Methotrexate, a highly toxic chemotherapy drug, to a 66-year old patient instead of Metolazone, a diuretic prescribed by her physician. Taking one tablet daily of Methotrexate poisons the body much like high levels of radiation and destroys the lining of the gastrointestinal system.

Any competent pharmacist would have immediately caught this error, but the employee who took the telephone order for the prescription was a pharmacy technician who previously worked in the floral department of the grocery store, and the error went undetected. Tragically, the patient lost her life and her family lost their loving wife and mother. *(Cont. p. 14)*

Medication errors
cause 7,000 to 9,000
deaths in the United
States each year.



Recall Alert: Inadvertent Airbag Deployment Caused by Faulty Steering Wheel Wiring

L&E resolves airbag case involving negligent repair, product defect claims

Hundreds of thousands of vehicles, including some 2019 models, have been recalled due to faulty steering wheel wiring that can cause airbags to inadvertently deploy. If you receive a case involving an inadvertent airbag deployment, be sure to fully evaluate it for a potential auto product defect.

The Defect

In May, Honda recalled nearly 119,000 of its 2019 CR-V sport utility vehicles because metal on the inside of the steering wheel can cut into wires, causing a short circuit and unexpected airbag deployment. At least six crashes and three injury claims have been attributed to the defect.

Fiat Chrysler issued a similar recall in September 2017 for about 210,000 Dodge Grand Caravans, model years 2011 and 2012. According to the recall, the steering wheel wire harness can become trapped between a tab on the steering wheel plastic back cover and edge of the horn plate. The edge of the horn plate can rub through the wire insulation creating a short that can result in an inadvertent driver airbag deployment.

Recent Case

Langdon & Emison recently resolved a case involving the driver's side airbag in a 2012 Jeep Liberty that unexpectedly deployed while our client was operating the vehicle in a hospital parking lot. There was no evidence of a qualifying deployment event being present, and the passenger airbag did not deploy.

Our legal team successfully argued two plausible explanations for the unintended airbag deployment:

1. It occurred because of negligent repairs made by the dealership that loaned the vehicle to our client.
2. It occurred as a result of a product defect in the vehicle at the time it was manufactured and sold by Fiat Chrysler.

Our client sustained severe neck and back injuries that will require ongoing care. We were pleased to obtain a settlement on our client's behalf.

What to Look For

- Lack of qualifying deployment event
- Lack of passenger airbag deployment
- Negligent repairs
- Evidence of wires rubbing steering wheel components
- Manufacturing defect

AIRBAG DEFECTS 101

If a vehicle crash resulted in catastrophic injury or death, did a faulty airbag cause or enhance the injury? Whether the airbag(s) did or did not deploy, evaluate every serious injury case for a potential airbag claim.

DEFECTS TO LOOK FOR

INJURIES CAN OCCUR IF AN AIRBAG DEPLOYED IMPROPERLY OR FAILED TO DEPLOY.

DEPLOYMENT

- Evidence of shrapnel from a Takata airbag
- Late deployment
- Incomplete deployment



NON-DEPLOYMENT

- Deployment event occurred but airbag did not deploy
- Passenger airbag did not deploy but driver's side did
- Torso or side curtain airbag did not deploy

FAILURE TO EQUIP

- Side curtain airbags
- Torso airbags



15 TAKATA AIRBAG DEATHS IN THE U.S.

124 GM IGNITION SWITCH DEATHS

COMMON AIRBAG INJURIES

- Traumatic brain injury
- Vision/eye loss
- Facial, neck and chest lacerations
- Spinal injury
- Ejection

MORE INJURIES TO COME

2.6 MILLION+

VEHICLES RECALLED FOR GM IGNITION SWITCH DEFECT

- Check for vehicle recalls
- Airbag nondeployment critical to these claims



69 MILLION

TAKATA AIRBAG INFLATORS RECALLED

- Shortage of replacement parts
- Used Takata airbags put in salvaged vehicles



Danger Driving Past Our Homes Every Week

Every week trash trucks weighing 50,000+ pounds drive past almost every home and business in this country. Unfortunately, these trucks are involved in many accidents causing serious injuries to both the public and the operators of the trucks.

We know that trash trucks are massive, but what may not be obvious is how complex they have become to operate. Trash trucks have become one of the leading vehicles involved in crashes that result in serious injury and death.

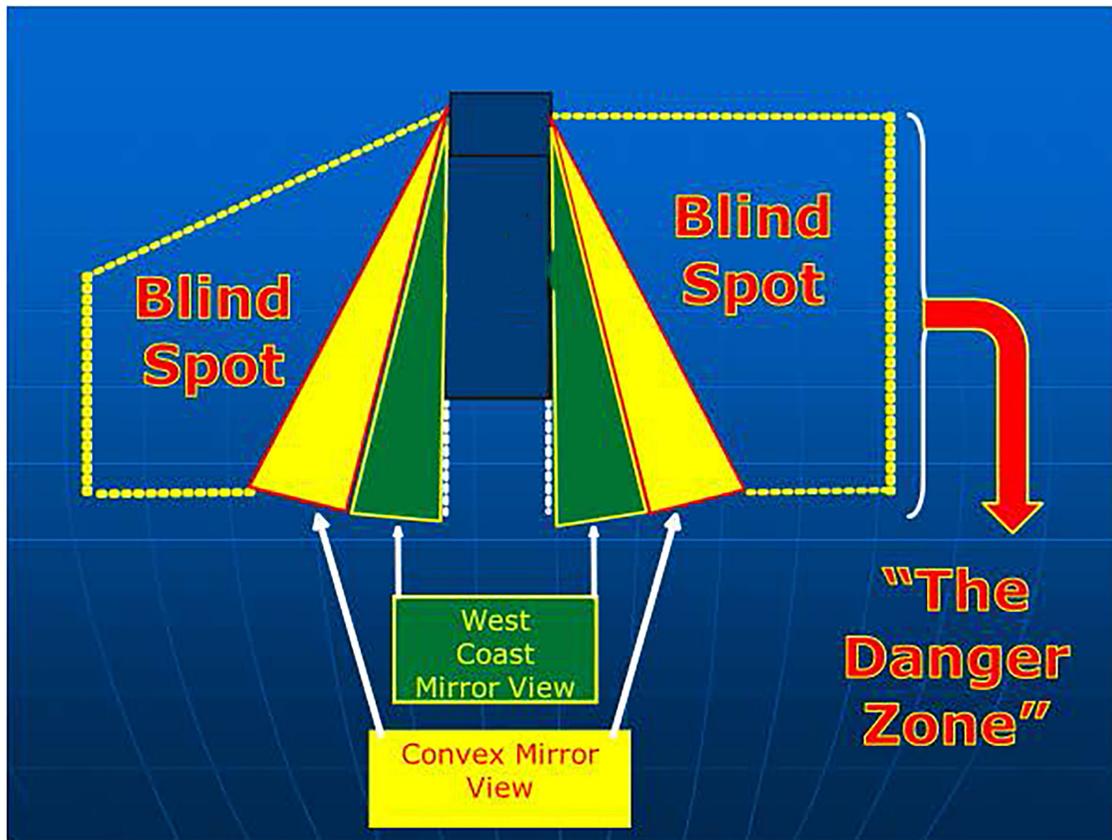
In addition to their size, why are trash trucks so dangerous?

- **Blind spots.** Trash trucks have blind spots surrounding the vehicle as shown in the illustration on page 5. Trash companies call the blind spots the "Danger Zone." The danger zone surrounds most of the area around the truck sides and rear.
- **Backing.** Trash containers are placed in locations that require backing where there are pedestrians and unexpected vehicle movement.
- **Complexity.** Most trucks have complex trash collection operations and are equipped with up to four cameras and six mirrors the operator must monitor.
- **One-person operations.** Many trucks are "dual drive," which means that instead of a two-person operation there is only one operator who is expected to drive; load the trash; and keep a lookout for other cars and pedestrians in addition to many other tasks.
- **Long routes.** Routes take up to 12-14 hours to complete.
- **Inexperienced drivers.** Sanitation work is one of the top five most dangerous occupations, so qualified professional drivers are difficult to hire for many companies (U.S. Bureau of Labor Statistics December 18, 2018).

Dual Drive Trucks

Many trash trucks are operated by only one person, which results in the ultimate "distracted driving" situation. Trucks collect both recyclables and garbage. With only one operator, the trash company saves millions of dollars on labor costs, fuel and insurance, among other costs. Given a choice, the waste management industry will choose profits over safety every time.

Danger Zones/Blind Spots



Trash Trucks Follow Different Rules than Most Commercial Trucks

- Trash trucks kill more pedestrians and cyclists per 100 million miles driven than any other vehicle on the road.
- The Waste Management industry recently received exemptions for thousands of trash truck drivers from the Federal Motor Carrier Safety Regulations for hours of service rules (Docket NO. FMCSA 2018-0181).
- The federal government does not require underride guards on trash trucks, which continue to injure and kill many people when cars go under the rear or side of the truck.
- Trash trucks are not required to use conspicuity safety features such as reflective tape, flashing lights and other federal requirements most commercial trucks must follow.
- Trash companies save money by having these large trucks manned by only one operator.

Our firm is currently working on a case involving a truck being driven by an unqualified one-man operator in a heavily populated residential area. This was a recipe for disaster and resulted in the needless death of an eight-year old child. While the driver never should have been behind the wheel, the factors above also contributed to this terrible tragedy.

Practice Tips

If you are contacted about an injury or death involving a trash truck, be sure to investigate all aspects of the crash, including:

1. Was the truck being driven and operated by one person?
2. Was the location of the accident in a residential area or on a congested roadway?
3. Did the crash involve an underride?
4. How long had the driver been working?
5. Was the crash in the danger zone or blind spot of the trash truck?
6. Did the crash involve a conspicuity danger that reflective tape or flashing lights could have prevented?



Weak, Defective Front Car Seats Continue to Harm Children in Seatback Collapses

Auto manufacturers continue to utilize weak, defective front seats that collapse in rear-end crashes and cause deaths and catastrophic injuries. Children sitting in the back are common victims.

Children in the back seat suffer serious injuries from seatback collapses in two common scenarios. First, the front seatback collapses and directly contacts a child's upper torso or head, causing catastrophic spine and brain injuries. Second, when seatbacks fail and collapse rearward, front occupants may be catapulted into the rear occupant space where a child is sitting.

Auto manufacturers have known about the dangers of defective seatbacks for decades. Engineering papers dating back to the 1960s have called for stiffer, stronger seats to protect occupants in rear-end crashes.

The federal standard for seatback strength in rear-end crashes—Federal Motor Vehicle Safety Standard 207—is grossly inadequate and fails to predict the performance of seats under impact conditions. All major auto manufacturers admit the standard is inadequate. In fact, a lawn chair purchased at a discount retailer can easily pass the standard that regulates seatback strength.

Langdon & Emison is investigating or litigating cases involving defective front seats in Ford, GM, Chrysler and Toyota vehicles.



Safety advocates and experts have called for improved testing and strength standards for decades. In the 1990s, the federal government sought comments and proposals to strengthen testing standards. Auto manufacturers strongly opposed these changes and argued that improved testing would cost too much.

Ultimately, the federal standards remain the same and allow millions of vehicles with weak, defective seats on our roads each year. Sadly, both front occupants and children sitting in the back seat pay the price in rear-end crashes at residential speeds.

Big Damages & Not Enough Insurance?

Defects you may uncover when digging deeper into a case

Many states require drivers to carry just \$25,000 in insurance. In cases involving a serious injury or death with minimum insurance coverage, the best you can do is recover the policy limits, right? Not always.

Any case involving paralysis, burn injuries, amputation, traumatic brain injury or a fatality should be evaluated for additional claims that can increase your client's recovery.

Astonishing Auto Product Defects

Every auto accident case involving a catastrophic injury or death must be evaluated for a potential product defect. Our partners alone have a combined 150 years' experience litigating product liability claims and have decades of experience identifying product defects. Over time, we have refined our case evaluation process to quickly and efficiently look for evidence or indication that the:



Seatbelt malfunctioned and caused serious neck or abdominal injuries. Our firm recently litigated a case where a man lost 60 percent of his small intestine because the seatbelt spooled out more than 16 inches during a crash.



Roof crushed excessively due to lack of roof strength (door openings and passenger ejection are common). In a recent case, we found there was no glue on the roof of our client's vehicle. Even though the design called for glue, the robot did not apply it to the vehicle.



Vehicle caught fire. RVs are notorious for catching fire. In one case, our client's husband tragically burned to death because the RV company routed the fuel line through the driver's side armrest. In other vehicles, we have identified poor fuel tank placement; lack of necessary guards; dangerous components mounted near the fuel tank; and other fire-causing defects.



Airbags failed to deploy; deployed too aggressively; deployed at low speed; or were not present in the vehicle. We are seeing more and more airbag nondeployments in frontal impacts due to sensor defects and shut-off timers that depower frontal airbags too early during collisions.

These are just a few examples of the various types of defects we have found in vehicles. If you have a serious injury or death case and need help evaluating for a potential crashworthiness claim, contact us at 800-397-4910 or lelaw.com.



Tragic Workplace Accidents & Why They Occur

Two of the most common workplace accidents are falls and electrocutions. Often, these tragic accidents are caused by defective products and negligent actions on the part of someone other than the employer. In these cases, you may be able to pursue claims that lead to compensation far more than workers' compensation benefits provide.

Scaffolding requirements accounted for one of the most frequently cited OSHA standards violations in 2018.

Falls from Heights

Falls from elevated heights are a leading cause of worker deaths in the construction industry. Often, the underlying causes of these falls are poorly built structures and inadequate or improperly used safety equipment.

Scaffolding

When evaluating a case for scaffolding defects, examine the design, manufacture and assembly of the product. Common issues include component defects and structural issues that make the scaffolding weak and impact a user's ability to safely enter and exit each level. Often, lack of safety devices fail to prevent users from falling. Potential defendants can include the companies that design, manufacture and distribute the scaffolding as well as those that lease or rent the scaffolding and are responsible for assembly, training and warning. See page 10 for more information about litigating these cases.



Safety Harnesses

Safety harnesses used to safely secure workers at extreme heights are prone to fail if not manufactured properly, leaving users severely injured or worse. These systems often fail because they are equipped with defective components that violate industry standards. Our firm has litigated cases involving carabiners and V-ring/snap hook combinations that were not manufactured properly and failed to protect workers. Manufacturers rarely include proper usage warnings to consumers.

Electrical Injuries

Utility companies often fail to install, inspect and test safety devices to guard against electrocutions and electrical injuries to workers. As a result, de-energization equipment, such as circuit reclosers, fail to operate and workers are exposed to electrical current for a longer period. Workers can also suffer electrical injuries from working around exposed cords or wires and faulty electrical outlets.



Establishing Liability Against Restaurants for Third-Party Criminal Acts

L&E obtains \$2 million settlement in fatal shooting of off-duty police officer

According to the Centers for Disease Control and Prevention, the yearly average number of gun assaults is 76,258. These statistics, combined with the increase in states allowing individuals to open carry and/or conceal and carry, establishes a solid foundation that any business should have property security policies and procedures for the safety of their patrons.

Most states follow the basic legal principle that a business owner does not owe a general duty to protect patrons from the criminal actions of third parties unless the acts are reasonably foreseeable. To establish foreseeability, courts look for a history of criminal acts on the premises; the circumstances or characteristics of the business; and/or constructive knowledge of a specific danger.

In a recent case litigated by Langdon & Emison, an off-duty police officer sustained a fatal gunshot wound during a day-party on the premises of a popular Kansas City restaurant. The business had few prior criminal acts. In order to establish foreseeability, Langdon & Emison utilized gun violence statistics from the surrounding area and the recent passage of gun laws that loosened restrictions to successfully establish a duty on the part of the business owner to provide adequate security.

Practice Tips

1. Establish history of criminal acts on the premises and the surrounding area. Obtain a record of calls for service to local police departments. Most bars and restaurants will under-report incidents to protect their liquor license. Interview former employees to determine whether past criminal acts occurred.
2. Establish liability through characteristics of the event or property such as hours of operation, serving alcohol and number of patrons.
3. Determine security measures undertaken by the business owner, including policies and procedures; training; and the presence of licensed security versus unlicensed door staff.
4. If your state does not allow for general liability of the business owner for the criminal actions of third persons, check the state and local laws for the business's duties under its liquor license for a claim of negligence per se.



Four Steps to Litigating Scaffolding Failure Cases

Occupational Safety and Health Administration (OSHA) data recently published shows that scaffolding accidents account for around 60 deaths and more than 4,500 injuries annually. Scaffolding systems are extremely dangerous.

The causes of these accidents can include failure of the scaffolding components themselves; improper assembly; and lack of proper training. When presented with a scaffolding case, critical steps must be taken to determine what claims can be brought by the injured party.

1. Preserve the scaffolding and all components. Send a preservation letter to the owner of the jobsite and every contractor or subcontractor involved with the scaffolding. Look at the applicable statutes or case law on the spoliation of evidence in the jurisdiction where the injury occurred and include references to any helpful provisions in the letter. If the scaffolding is no longer in the possession of those parties, determine as quickly as possible who collected the scaffolding from the job site and send a preservation request to that company.
2. Gather facts about the accident. If a catastrophic injury or traumatic brain injury resulted from a scaffolding fall, the client may have limited memory of how the injury occurred. Look for the OSHA investigation report on OSHA's website. The report will often shed light on whether the scaffolding failure occurred because of a defect in one of its components; human error at the jobsite in the assembly; and/or lack of continued inspection of the scaffolding.
3. Investigate those responsible for assembling and inspecting the scaffolding. If the scaffolding failure was due to human error at the jobsite, the responsible party may have lacked the training required to properly assemble and continually inspect the scaffolding. Also, determine whether the manufacturer or lessor provided any warning or instructions about how to avoid the failure that caused the client's injuries. If not, the client may have a failure to warn claim against the manufacturer or lessor.
4. Do not stop with a workers' compensation claim. If workers' compensation immunity applies to an employer, some jurisdictions have exceptions to the immunity for gross negligence. There are other third-party tort claims that also should be explored.



Used Car Dealers are Selling Vehicles Despite Open Recalls

Despite historic recalls for faulty GM ignition switches and Takata airbags, car dealers have continued to sell vehicles with these deadly defects. Even worse, salvage yards have contributed to the problem by selling recalled auto parts to repair shops and rebuilders. This is against federal law as no person may sell any new or used motor vehicle equipment that is the subject of a recall.

Takata Airbag Case Example

An 18-year old Nevada woman never knew she was driving with a shrapnel bomb inside her steering wheel until her trachea was punctured by metal shards from a defective Takata airbag inflator during a relatively minor crash. What was unclear was how the inflator wound up in her 2002 Honda Accord.

The inflator serial number was traced back to a 2001 Accord that had been under recall but never had the inflator replaced. Upon further investigation, our legal team found that a salvage yard had removed and sold the used inflator to a repair shop that placed it into our client's vehicle. Had the salvage yard run a simple check on the VIN number, our client would not have suffered this catastrophic injury.

GM Ignition Switch Cases Still Around

In October 2016, our client bought a 2008 Buick LaCrosse at a used car lot in South Chicago Heights. Little did he know that the used car was the subject of the GM ignition switch defect. Seven months later, he was involved in a serious crash where the ignition switch failed, shutting off the engine and cutting power to the steering wheel, brakes and airbags. Our client was knocked unconscious and suffered serious injuries.

If your auto crash case involves a recalled vehicle or auto part, consider the possibility of claims against defendants other than just the auto manufacturer. When car dealers and salvage yards fail to prevent the sale of vehicles and component parts with open recalls, they subject consumers to vehicles that are defective, unsafe and unreasonably dangerous.



Shrapnel removed from an Arkansas teenager's torso after a crash involving a used Chrysler 300 sold to his mother with an open Takata recall.



Delays in Administering Antibiotics Cause Catastrophic Injuries and Death

Sepsis develops in more than 1 million people annually, resulting in more than 200,000 deaths. It is a leading cause of death, contributing up to half of all hospital deaths in the United States. Despite improvements to surgical and pharmacological approaches to sepsis therapy, epidemiological studies show an increased incidence of sepsis over the last 20 years.

In 2004, the Surviving Sepsis Campaign developed guidelines for the management of sepsis and septic shock, which include the use of “sepsis bundles.” These “bundles” assist to standardize the recognition and treatment of sepsis. The Surviving Sepsis Campaign recommends broad spectrum intravenous antibiotics within one hour of sepsis recognition.

Studies show that even a one-hour difference in completion of a sepsis bundle results in a higher mortality rate. With each hour delay, there is an 8 percent higher risk of septic shock and mortality.

Practice Tips

- Identify deviations from the Surviving Sepsis Guidelines in the recognition and treatment of your client’s sepsis and timeline the delay to determine the risk of injury.
- Check both state legislative actions and hospital associations for regulations and guidelines on sepsis management.
- Thoroughly review the medical records as delays in treatment can be attributed to various health care personnel including physicians, nurses and pharmacy staff.
- Sepsis patients are often managed by physicians of different specialties. Infectious Disease physicians are often also board certified in Internal Medicine and may serve as a “catch-all” to testify as an expert witness.

During the last decade, numerous large trials were conducted with “sepsis bundles” to demonstrate that a protocolized approach in the initial phase of the disease leads to better outcomes. Three states – New York, New Jersey and Illinois – mandate the implementation of sepsis protocols in hospitals. Several other states, Ohio and Wisconsin, have initiatives through their hospital associations to reduce sepsis mortality through early detection and rapid treatment.

Current Sepsis Case

Langdon & Emison is currently litigating a medical malpractice case in Nevada, which stems from the failure of the medical providers to follow the internal and generally accepted sepsis guidelines. This failure resulted in catastrophic injuries to the patient, including the amputation of his arms and legs.



Langdon & Emison Accepting Monsanto Roundup Cases

Thousands of lawsuits have been filed by cancer victims against Monsanto, the manufacturer of the herbicide Roundup®. Langdon & Emison is investigating cases of non-Hodgkin lymphoma caused by exposure to Roundup, both commercial grade and domestic use.

Juries in at least three recent trials have reviewed the evidence and found Monsanto liable for knowing Roundup was hazardous and failing to adequately warn consumers about the health risks.

In the first federal MDL case tried, the judge bifurcated the trial into two phases. First, the plaintiffs had to prove cause with little to no evidence of damages or liability allowed before they could move on to the next phase of trial. The jury unanimously found for the plaintiffs on causation, and the plaintiffs went on to obtain an \$80 million verdict. This was a huge win for plaintiffs but is by no means the largest verdict awarded thus far. That distinction goes to the *Pilliod v. Monsanto* case in which the jury awarded the plaintiffs \$2 billion.

Roundup is used by farmers, agricultural workers, nursery workers, landscapers and homeowners. Its active ingredient is glyphosate. The herbicide works by blocking certain proteins that plants need to grow and is one of the most widely used weed killers in the United States.

After a study assessing the cancer risk of pesticides and herbicides used in industrial farming, the World Health Organization labeled glyphosate as a probable carcinogen. Laboratory tests involving animals found glyphosate to cause cancer and some evidence the chemical caused genetic damage in human cells and mutations that can develop into cancer.

Symptoms of non-Hodgkin Lymphoma

- Swollen lymph nodes in the neck, armpits or groin
- Pain in the abdomen
- Bowel obstruction
- Chest pain and pressure
- Feeling of fullness caused by an enlarged spleen
- Fatigue
- Fever
- Unexplained weight loss



Deadly Drugs: Identifying & Litigating Medication Error Cases

(Cont. from p. 1)

Medication errors can also happen high up the chain of distribution. Due to outsourcing and poor quality control procedures, entire lots of medication bottles can sometimes be recalled as a result of mislabeling.

For example, in another recent case, a lot of 200,000 bottles labeled and distributed by Walmart as Clopidogrel, a drug used to prevent heart attacks and strokes, was recalled because some of the bottles in the lot contained Simvastatin, a cholesterol-lowering statin.

This error was compounded by Walmart's failure to act quickly once the mislabeling was discovered despite its own recognition in a letter it ultimately sent out that "missed doses of Clopidogrel increase the risk of heart attack and stroke which can be life threatening." Walmart's hesitation ultimately proved deadly to our clients' mother, who suffered a fatal heart attack **after** Walmart discovered the error **but two weeks before** the letter was sent to notify her about it.

Practice Tips

When consulting with potential clients about the death of a loved one:

- Take a careful look at the medications he or she was taking leading up to the time of death.
- Check the medical records for references to adverse drug reactions and toxic levels of medications.
- Even if the records reveal a cause of death, which may appear to be "natural" (as the heart attack in our second example above), ask your clients if the deceased was taking any drugs designed to prevent that cause of death. Or ask if he or she received any recent letters or other communication from the pharmacy dispensing such drugs.
- If medications are identified, search the FDA's website for recalls and safety alerts for those drugs. This information can be invaluable to your case.

If you suspect a medication error could be at the center of your client's case, contact Langdon & Emison at 800-397-4910 or lelaw.com. We would be pleased to help evaluate your case, steer you toward the right experts or help in any way we can.

News and Notes

L&E Partner Brett Emison Inducted as MATA President



Brett Emison

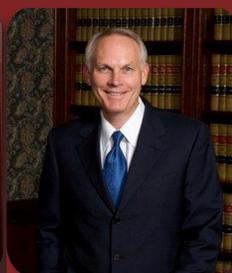
The Missouri Association of Trial Attorneys (MATA) Board of Governors has elected Langdon & Emison partner Brett Emison as president. Brett was inducted as MATA president at the 61st MATA Annual Convention on June 22, 2019. He will serve a one-year term. Prior to assuming his role as president, Brett served for eight years on MATA's executive committee, the last two of which he served as president elect and vice president. MATA consists of more than 1,400 attorney members who work to ensure Missouri citizens have fair access to the civil justice system. Brett is Langdon & Emison's fourth partner to serve as MATA president.

Bob Langdon, Kent Emison Present at WILG Midwest Conference

L&E partners Bob Langdon and Kent Emison spoke at the Midwest regional conference for the Workers' Injury Law & Advocacy Group (WILG), April 28-30 in Kansas City, Mo. Bob spoke about working with experts at trial, while Kent presented on how to spot a products liability case within workers' compensation claims. WILG is the national nonprofit membership organization dedicated to representing millions of injured workers and their families who need expert legal assistance to obtain medical care and other relief under workers' compensation programs. It was founded in 1995 by a small group of claimants' attorneys and has grown into an organization of more than 1,100 members nationwide.



Bob Langdon



Kent Emison

Langdon & Emison Welcomes New Attorneys



John Tyner



Gunner Sumy

Langdon & Emison is pleased to welcome John Tyner and Gunner Sumy as associate attorneys. John was a shareholder at Polsinelli P.C. where he first- and second-chaired jury trials and court-tried cases in U.S. District and state courts. Gunner joined Langdon & Emison after spending three years at the Jackson County Prosecutor's Office in Independence, Mo., where he oversaw a large caseload involving DWIs, drug crimes and acts of violence in the General Crimes Division.

L&E Paralegals Co-chair, Present at MATA Seminar

Langdon & Emison paralegals played lead roles at the Missouri Association of Trial Attorneys paralegal seminar held May 10 in Kansas City, Mo. Rachel Ahmann, managing paralegal for mass tort, and paralegal Rayna Wulfekotter kicked off the seminar with a presentation on HITECH. Alesia Emison, managing paralegal for L&E's personal injury division, served as program co-chair and presented on jury selection. Congratulations to the L&E paralegal team for putting together an outstanding professional development opportunity for paralegals and legal professionals throughout Missouri.



Is There More to Your Personal Injury Case?

Open this edition of our quarterly newsletter to explore recovery avenues for various types of personal injury cases and gain practical tips for evaluating and litigating cases involving:



Prescription medication errors



Trash truck accidents



Auto product defects



Workplace accidents



Delays in sepsis treatment



Scaffolding failures

In just three years, Langdon & Emison has paid more than **\$25 million** to co-counsel in personal injury cases nationwide. We can help you explore all potential recovery avenues and maximize your clients' compensation.



LANGDON
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Let us help maximize compensation for your clients.

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