

LANGDON & EMISON

ATTORNEYS AT LAW

What You Need to Know

Page 1 – Advantages to Filing
GM Ignition Cases in State Court

Page 2 – Woeful Staffing in
Nursing Homes

Page 3 – Defective Auto, Tires
Lead to L&E Settlement

Page 4 – Litigating Trinity
Guardrail Cases

Page 5 – Firm Settles Horrific
Truck Accident Case

Page 6 – Product Defect Leads to
L&E Settlement for Client

Page 7 – Identifying the Highway
Shoulder Defect Case

Page 8 – The Danger of Rear Lap
Belts

Page 9 – Defects Found in
Zofran, Levaquin

Page 10 – The Silent Killer:
Power Lines

Page 11 – Firm Settles Case re.
Propane Explosion

Page 12 – Takata Airbags
Recalled

Page 14 – Actos Litigation Settles

Page 15 – L&E News and Notes



GM Suffers Major Setback In Missouri Ignition Switch Cases

*Judge Denies GM's Motions to Transfer Venue, to Consolidate Discovery
in the NY MDL and Grants Plaintiffs' Motion to Compel Discovery*

The Missouri Circuit Court Judge overseeing the General Motors ignition switch cases filed by Langdon & Emison in the city of St. Louis, has ruled that the lawsuits will stay right where they were filed. In 2014, Langdon & Emison filed a series of ignition switch lawsuits on behalf of clients who were in accidents caused by the defective GM vehicles.



The majority of the GM ignition switch cases have been consolidated in a multidistrict litigation (MDL) centered in New York. In addition, up to this point, GM has been successful in forcing those remaining state court claims to be consolidated in the MDL for purposes of discovery, thus depriving the injured victims the discovery rights provided to them under various state court laws.

GM ignition switch cases from across the country can be consolidated in St. Louis. Call 800-397-4910 for a free case evaluation.

Motion to Transfer for Improper Venue

GM had filed a motion to transfer for improper venue, arguing that 33 of the 36 sets of plaintiffs were not injured within the city of St. Louis. Missouri's permissive joinder rules allow for the joinder of unrelated plaintiffs who allege injury from the same conduct of the same defendant. When cases are combined, as they can be in Missouri, the client can benefit from a more efficient process and potentially obtain a more just award for damages.

(Continued p.13)



Government to Rate Nursing Homes on Tougher Scale

Langdon & Emison has the experience and resources to handle high-profile nursing home abuse cases nationwide.

Many of the nursing home abuse cases our firm handles involve personal injury and wrongful death due to inadequate staffing, which leads to poor quality of care. That's why recent changes to the government's nursing home rating system may be good news for the nearly 1.5 million Americans living in them.

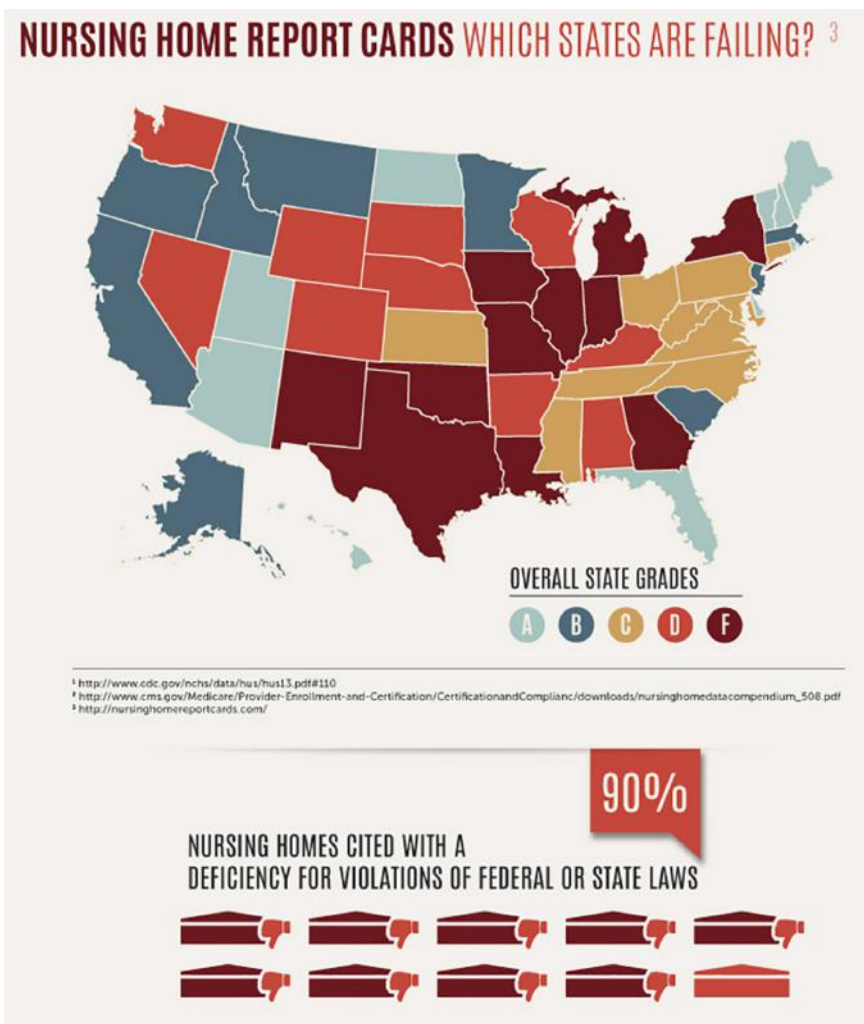
Inadequate staffing – lack of qualified medical staff and low staffing levels – contributes to the prevalence of nursing home abuse and can lead to:

- Bedsores
- Infections
- Malnutrition
- Dehydration
- Other injuries

Changes to the federal government's nursing home rating system include improved metrics for evaluating staffing levels and other quality of care measures, such as facilities' use of anti-psychotic drugs.

The government uses a five-star scale to rate more than 15,000 nursing homes based on three criteria: health inspections, quality measures and staffing. Star ratings from one to five are applied to each criteria and to an overall rating, with more stars indicating better quality.

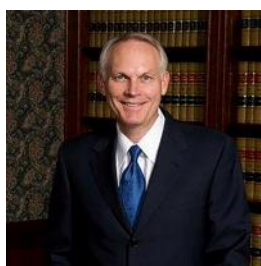
Consumers can check nursing home grades and learn more about the rating system by going to the government's Nursing Home Compare website. The new system could raise the bar on a range of quality measures and give consumers a better picture of the quality of care provided at nursing homes.





Langdon & Emison Uncovers Auto, Tire Defects in Car Crash

Firm Obtains Confidential Settlement with Nissan and Michelin



Kent Emison led the successful legal team

The most obvious cause of an accident may not always be the sole cause, as Langdon & Emison's legal team was able to show in a case involving auto and tire defects that recently settled for a confidential amount. Nissan and Michelin were defendants in the case.

The Accident

On August 20, 2009, Chad Demas was the front seat passenger in a 1994 Nissan Sentra, traveling westbound on I-88 in DeKalb County, Ill., when the rear passenger tire suffered a detread. The detread caused the vehicle to travel into the center median, strike a delineator post and then slide into the grass median, ultimately causing the vehicle to overturn one-and-a-half times before coming to rest on its roof.

Despite being fully restrained, Chad lost all occupant protection when the front passenger door opened, which created a pathway for his ejection and rendered the vehicle's restraint system useless. When the door opened, the automatic shoulder belt moved up and forward, out of its locked position, allowing the crash forces to propel Chad out of the vehicle.

The Auto Defects

The legal team uncovered design flaws in the vehicle's door lock/latch mechanism and shoulder belt system. During the accident, the front passenger door became deformed and then unlatched because the door, door frame and door lock/latch were of insufficient strength to provide occupant protection and restraint.

The Tire Defects

The legal team also exposed tire manufacturing defects that caused the tire to detread, forcing the vehicle to veer out of control. For example, trapped air in the belt skim rubber caused the belt to become brittle and crack at the edges. Over time, the belt expanded until there was no adhesion to the tire, allowing for the detread. The tire manufacturer also failed to employ an inner liner, or nylon cap ply, to prevent oxidization as it had incorporated into other tire designs.

The defendants failed to make safe consumer products, putting innocent motorists at risk of catastrophic injury. As a result, Chad paid the ultimate price and sustained injuries that have forever changed his life. The settlement will help pay for the day-to-day care he requires and the many obstacles he endures each and every day.





Defective ET-Plus Guardrail End Terminals

Langdon & Emison is Leading ET-Plus Guardrail Litigation Nationwide



Trinity ET-Plus (left) and Trinity ET-2000 (right)

Serious injuries and deaths have occurred nationwide from accidents involving the defective ET-Plus guardrail end terminal, manufactured by Trinity Highway Products. Langdon & Emison is representing clients across the country in cases involving the ET-Plus.

Why is the ET-Plus End Terminal Dangerous?

An end terminal, or “head” of the guardrail, is intended to absorb the energy of the crash so that the rail flattens and curls away from the striking vehicle; however, design changes to the ET-Plus cause the rail to lock up and fold back, forming a spear that can slice right through a car or truck.

Partner Kent Emison shares his guardrail expertise by co-chairing the American Association for Justice Guardrail Litigation Group and leading other national litigation initiatives.

Recent Crash Testing

Trinity claims that the ET-Plus passed eight crash tests conducted recently as part of an ongoing federal investigation. Government officials have yet to confirm that claim.

In each of the eight crash tests, the vehicle struck the ET-Plus head-on. Langdon & Emison attorney David Brose said the head-on angle at which the tests were conducted has critical limitations and raises serious questions about their validity.

Our firm is accepting ET-Plus guardrail cases from coast to coast.

“A motorist would have to leave the roadway, correct the vehicle and strike the ET-Plus perfectly head-on, which is highly unlikely,” Brose said. “In the ET-Plus crashes we’ve seen, the vehicle veered off the road and hit the end terminal at an angle, and the crash tests did not account for that scenario.”

Critics have called for low-angle testing of the ET-Plus system. To date, Trinity has refused to conduct such testing and the government has not required it.



Trinity end terminal defects linked to design changes



Langdon & Emison Settles Gruesome Truck Accident Case

The Firm Showed that our Client's Neuropsychiatric Symptoms were a Result of the Accident

A 2012 truck accident in Ohio that led to severe injuries and one death was recently resolved for a significant recovery by the lawyers of Langdon & Emison. The legal team representing the family in this matter was led by attorney Kent Emison. The settlement will help pay for long-term care for the injuries sustained by the survivors of the crash.

This result marks the latest in a series of cases where our lawyers were able to prove evidence of traumatic brain injury in our client.

Proving Serious Injuries

The Langdon & Emison legal team was able to show clear liability against the defendants who owned the truck involved in the crash as well as the operator. They also showed how the truck driver's negligence caused him to miss the red light, leading to the fatal crash.



In traumatic brain injury cases, establish the contrast of before and after the incident from character witnesses.

On October 29, 2012, the firm's client was driving a 1994 Toyota Tercel in which her mother was a front seat passenger and her husband was a back seat passenger. The vehicle was stopped at a red light at an Ohio intersection. When the traffic signal turned green and they proceeded north into the intersection, a truck driver travelling east failed to stop at his then red traffic signal and struck the Toyota Tercel in the driver's side.

The legal team was able to show that the firm's clients suffered from Traumatic Brain Injury, with continued Neuropsychiatric symptoms (i.e. loss of memory, anxiety and depression). Other injuries shown during the dispute included a fractured clavicle, acute cervical strain, acute and chronic strain of the low back, contusion and rib fractures, as well as a fracture of the pelvis. The firm also showed how the continued therapy of the client, as a result of the crash, was necessary in order to be able to walk again.





Langdon & Emison Exposes Defect in Tree Saddle Case

\$1.75 Million Settlement and an Additional Confidential Settlement for Injured Hunter

Langdon & Emison successfully obtained a \$1.75 million settlement in a lawsuit involving a hunting tree harness against a confidential tree harness manufacturer. In addition, the firm also obtained a confidential settlement with a component manufacturer of the product. As part of the settlement agreement, parties' identities are confidential.

Background

In rural Missouri, our client climbed 20 to 30 feet up a tree and secured himself in a tree harness. The tree harness was marketed to provide hunters maximum flexibility to maneuver in trees in order to obtain a wide variety of shot angles. After 20 to 30 minutes, the tree harness failed and caused our client to fall and sustain severe and permanent injuries.

Our firm showed that the parts chosen to secure our client in the tree were defective and dangerous. The tree harness at issue relied on a snap-hook and V-ring combination to secure hunters in trees. The snap-hook did not have a locking gate, rather, the components could be "unsnapped" in one swift twisting motion.

For more than 50 years, it had been known that the snap-hook and V-ring combination in the tree harness was susceptible to "roll-out" in situations where twisting/torsional forces were applied. The components violated industry and American National Standards Institute (ANSI) standards that applied to fall arrest systems. The tree harness was particularly prone to failure because hunters were encouraged to twist around trees, which put twisting/torsional forces on the snap-hook and V-ring.

The legal team was composed of attorneys Kent Emison, Mark Emison and Adam Graves. Attorneys David Brose and Lindsey Scarcello as well as numerous staff contributed to the team's success.

Key to the Case: Deposition Testimony

- The legal team elicited testimony from the confidential component manufacturer admitting that the tree harness's use of a snap-hook and V-ring was defective, dangerous and violated industry standards.
- The legal team successfully struck numerous opinions from defense experts. These included biomechanics opinions, lack of other similar incidents and allegations that our client was an unsafe hunter.
- Treating doctors confirmed the severity and long-term impact of our client's injuries.



Practical Tips for Identifying and Litigating a Highway Shoulder Defect Case



Over time, highway shoulder material can migrate away from the pavement edge.

Defective highway shoulders have been cited as a major cause of severe accidents involving injuries and fatalities on roadways nationwide. According to the Federal Highway Administration (FHWA), approximately 11,000 people are injured and about 160 die annually in crashes related to unsafe pavement edges, resulting in a cost of \$1.2 billion.

A highway shoulder is defective if there is an unsafe drop-off between the edge of the roadway pavement and the shoulder. Pavement edge drop-offs are especially unsafe because the uneven height differences between surfaces can decrease vehicle stability and hinder a driver's ability to handle a vehicle.

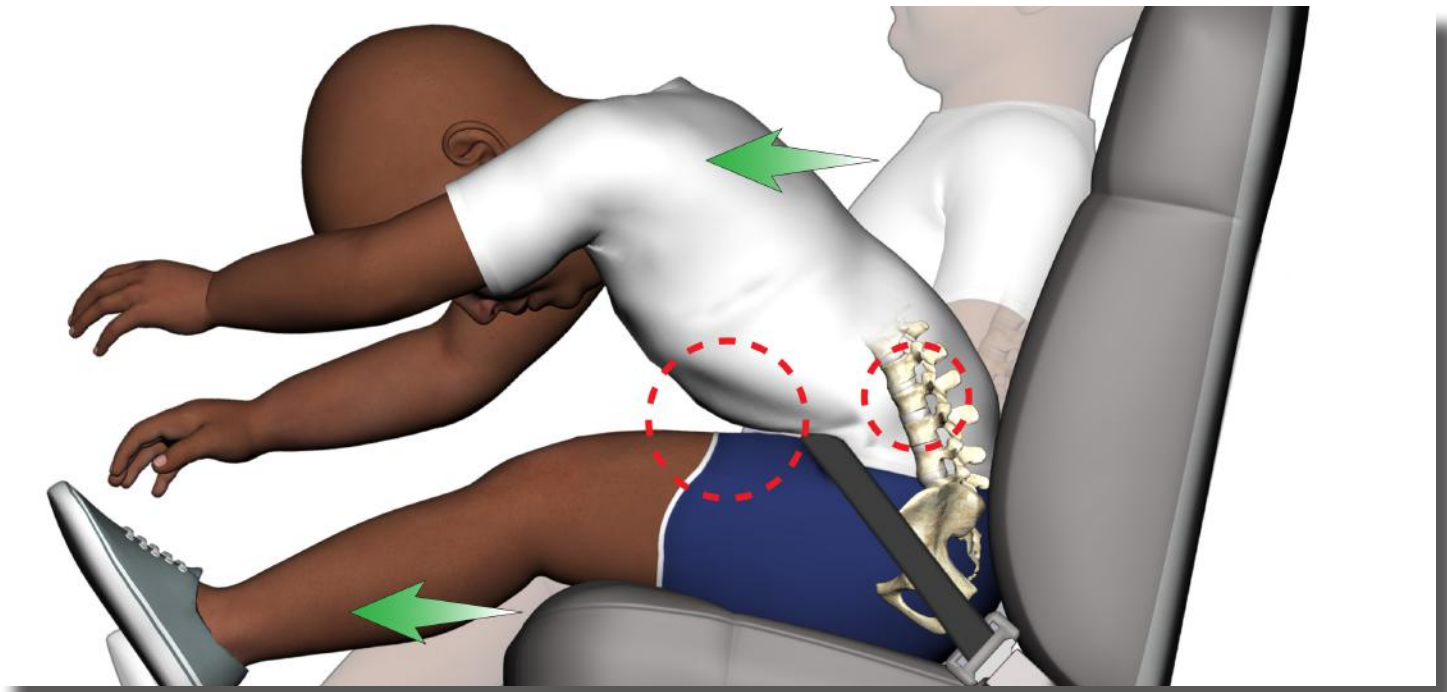
Common causes of pavement edge drop-offs include erosion and excessive wear, which can cause the shoulder material to migrate away from the pavement edge. Other causes include pavement edge-breaking and resurfacing a roadway without providing a proper transition to the shoulder.

Discovering the Defect

To successfully prosecute a claim arising from a defective highway shoulder, an attorney must establish a design, construction or maintenance defect existed and that the nature and location of the accident was a result of the defect. Key steps include:

1. Investigate the scene of the accident with qualified experts, including a qualified highway engineer and an accident reconstructionist as soon after the accident as possible.
2. Evaluate the shape and height of the drop-off.
3. Photograph and document roadway characteristics, such as the lane width, shoulder width, type of surface and shoulder materials, grade and presence of a horizontal curve.
4. Obtain all documents from the police investigation (reports, photos, reconstruction).
5. Obtain photographic records and maintenance records from the local or state department of transportation to establish a design defect or the failure to maintain the shoulder as originally designed.





Auto Defect Exposed in Successful Suit Over Rear Lap Belts

Langdon & Emison Reaches Confidential Settlement in Ford Lap Belt Case

After a six-week jury trial in North Carolina, Kent Emison of Langdon & Emison, along with co-counsel Hoyt Tessener and Hunt Willis of Martin & Jones, has reached a confidential settlement with Ford Motor Co. on behalf of a 16 year-old boy who suffered life-altering injuries from the two-point lap belt he was wearing in a car accident that rendered him paraplegic. The boy was 11 years old at the time of the accident.

The lawsuit stemmed from an August 2010 accident in which the child was one of three backseat passengers in a 1999 Ford Escort driven by his mother in Nash County, N.C., when a vehicle pulled out directly into the path of the family's Escort and collided with the Escort's front end. Despite driving below the speed limit, the mother was unable to stop.

The child, who was in the middle seating position, "jackknifed" over the lap belt and suffered severe spinal cord and abdominal injuries that left him confined to a wheelchair.



Never let children wear a lap belt only. Lap belts are extremely dangerous in frontal impacts.



He was the only person wearing a two-point lap belt, and consequently, the only occupant who suffered devastating and permanent injuries. The other four occupants of the Escort are fully recovered.

Two-point belts, or lap belts, concentrate the crash forces on the abdomen, exposing vital organs and the lower spinal column to serious injuries, such as those sustained by the child. Emison told the jury the child's injuries were directly caused by the defective lap belt and that if he had been wearing a lap-shoulder belt, he would have walked away with bumps and bruises.

Emison discussed numerous documents that showed the extent of Ford's knowledge of the defect since the 1960s. In 1967, Ford's biomechanics department manager wrote a paper that clearly stated lap belts provide no upper body support, allowing the body to jackknife over the belt, causing severe spinal injuries.

Lawsuits Link Zofran® and Birth Defects



Brett Emison leads the firm's team of mass torts lawyers

Court documents show that drug giant GlaxoSmithKline knew as early as 1992 that Zofran presented “unreasonable risk of harm” to developing babies because the drug passes through the human placenta. Despite this knowledge, the drugmaker continued to market the drug to pregnant women, even though it was never approved by the U.S. Food and Drug Administration (FDA) for use by pregnant women.

Zofran was approved by the FDA to help cancer patients with nausea after treatments or following surgery. It aided patients who vomited as a side effect from chemotherapy or who grew sick after taking post-op meds to help with pain or other complications.

GlaxoSmithKline soon found other patients to take the drug – pregnant women suffering from morning sickness. Approximately 1 million women take the medication or its generic counterpart each year.

A 2011 study performed by a grant from the Centers for Disease Control and

Prevention found that Zofran doubles the risks of birth defects. A group

of Danish doctors have presented evidence that indicated that after following more than 900,000 pregnant women who took Zofran, there was a two-fold increase in infant heart defects.



We are currently accepting cases from people who have been injured due to Zofran or Levaquin.

Levaquin® Suits Filed over Blindness, Permanent Nerve Damage

Fluoroquinolone Antibiotics Like Cipro, Levaquin and Avelox at Fault

Langdon & Emison attorneys are reviewing potential lawsuits for users of Levaquin who have been diagnosed with peripheral neuropathy, a painful and potentially permanent form of nerve damage associated with use of the popular antibiotic.

Ongoing litigation states that the drug maker has known for years that side effects of Levaquin may

cause peripheral

neuropathy, yet inaccurate and misleading warnings were provided for consumers and the medical community about the risk that users may be left with nerve problems that impact them for the rest of their lives.

Levaquin (levofloxacin) is one of the most widely used antibiotics in the United States, often prescribed to prevent bacteria from rapidly reproducing and causing infection. Similar brands such as Cipro and Avelox are also being evaluated.

Lawsuits are being filed for patients who have suffered:

- Blindness and Peripheral Neuropathy
- Nerve Damage
- Persistent Pain, Numbness, Tingling
- Impaired Sensation or Movement





The Dangers of Overhead Power Lines: Inadequate Clearances and De-Energization Malfunctions



Electrocutions are the second leading cause of death in the construction industry and the fifth leading cause of work-related deaths, according to the Centers for Disease Control and Prevention.

Langdon & Emison has litigated cases where these accidents occurred because utilities failed to meet required safety standards. The National Electrical Safety Code sets forth national standards regarding clearance requirements – the distance overhead power lines must be from the ground and other structures. The code also mandates construction specifications for the lines.

When utility companies do not follow the specifications or fail to inspect overhead power lines for a number of years, the public is at risk. For a lay person or worker, it is very difficult to determine the distance of an overhead power line from equipment or a nearby structure. To the human eye, power lines may appear to be at a safe distance when they are actually dangerously close. Power lines carry thousands of volts of electricity and contact with the lines leads to catastrophe.

In addition, in past cases, our legal team has been able to determine whether power line equipment works correctly. When contact with the lines occurs, most power lines are designed to “de-energize” and shut off the electrical current. Any contact with power lines can be fatal, but de-energization equipment such as circuit reclosers limit electrical exposure to a fraction of a second rather than several seconds. When dealing with thousands of volts, fractions of a second make a huge difference. However, if utilities do not properly test and maintain de-energization equipment, individuals can be exposed to 20 to 25 times the time period of electrical shock going through their bodies. This can be the difference between life and death or losing a limb.

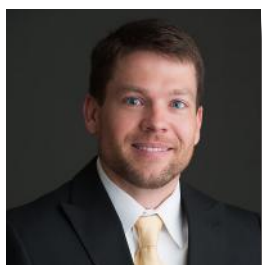
Victims of electrical injury cases and their families may be entitled to compensation due to the negligence of the utility, property owner, general contractor or other responsible parties. Contact Langdon & Emison at 800-397-4910 for a free case evaluation.

Langdon & Emison has successfully litigated electrocution cases on behalf of clients who have been severely injured because utilities violated the National Electrical Safety Code.



Propane Company Pays for Horrific Explosion

Langdon & Emison Obtains \$3.75 Million Settlement on Behalf of Explosion Victims



David Brose led the firm's legal team in this success

A Langdon & Emison legal team successfully resolved a dispute this spring over a propane explosion. The firm used testimony from the employees of the propane company and its corporate representatives to show its failure to remove an unused propane tank on the property was not a mistake; but instead, a business practice aptly described by the branch manager of the propane company as the result of “greed.”

The Propane Explosion

The explosion occurred in the fall of 2009 in the northeastern portion of the United States. The occupants of the home at the time, a family of four and two of their childrens’ friends, were awakened by a tremendous explosion. The explosion blew the home apart, with portions of the house traveling 100 yards and propelling the occupants into the air before they crashed back down in the fiery debris.

The cause of this explosion was a rogue and trespassing 325 gallon propane gas tank that had been placed on the property for a prior owner. The propane tank was last filled three years before the plaintiffs’ family moved into the residence, and it remained in that location for five years after they moved in before the fateful date of the explosion. The tank remained on the property despite multiple requests to remove it and the propane company’s own service order directing removal of the tank.

The propane company ignored these requests for removal and obvious non-use of the propane service by the home’s current occupants. Instead, it chose to continue its business practice of leaving unused propane tanks to trespass on the property of others to serve as billboards, in hopes of obtaining future business. Unfortunately, the plaintiffs paid the ultimate cost for that business decision through severe and permanent injuries to their bodies, including brain, burn, orthopedic and other injuries.

(Continued, p. 14)



The firm proved that had the company responded to any of the requests for the tank’s removal, the explosion could not have happened.



Deadly Takata Airbags: A Nationwide Safety Problem

Langdon & Emison is Handling a Number of Cases Involving the Defective Airbags

An airbag's sole purpose is to provide safety and protection to vehicle occupants; however, dangerously defective airbags manufactured by Japanese parts supplier Takata are not performing as intended and are causing serious injuries and deaths to motorists nationwide.

The Problem

In the case of Takata airbags, it's not an issue of the airbag failing to deploy (as seen in many airbag cases); rather, due to faulty components, the airbags are either deploying with excessive force, or exploding and shooting metal shrapnel throughout the vehicle compartment.

What to Look For

When evaluating an accident, consider the following:

- Was it an overly aggressive airbag?
- Is there evidence of shrapnel in the airbag and vehicle?
- Did vehicle occupants suffer injuries to the face, neck or chest that appear to be caused by something other than the accident?

Takata Airbag Recalls:

- BMW
- Chrysler
- Ford
- Honda
- Mazda
- Mitsubishi
- Nissan
- Pontiac
- Subaru
- Toyota

Langdon & Emison has more than 30 years of experience litigating cases involving defective airbags and other auto product defects.

In the United States alone, more than 18 million vehicles from 10 different automakers have been recalled due to the Takata airbag safety defect. The defect has been linked to at least five deaths in the U.S. and nearly 65 injuries. Langdon & Emison is handling several cases involving Takata airbag cases and accepting new cases. To work with us or learn more, contact our firm at 800-397-4910.

GM Ignition Switch Litigation *(Continued from p. 1)*

GM, however, argued that the permissive joinder rules cannot justify venue in the city of St. Louis and proposed the case be split up and sent to at least nine separate counties instead, according to court documents. The judge disagreed, denying GM's motion to transfer and citing various case law, including §347.069.02, "venue is proper wherever Defendant has an office or agent for the transaction of its usual and customary business."

Motion to Enforce Discovery

Langdon & Emison sought discovery regarding defects in the ignition switches in several GM-branded vehicles; however, GM argued that this discovery is duplicative of that in the ongoing multidistrict litigation involving defective GM ignition switches (MDL 2543). GM refused to produce any documents requested by plaintiffs and further refused to produce a Privilege Log. As a result, plaintiffs filed a Motion to Compel with the Court.



According to court documents, the MDL Court issued a "joint coordination order" to "encourage coordination between state and federal courts presiding over related cases nationwide." Langdon & Emison objected to the entry of the Joint Coordination Order, arguing that the firm's discovery requests should be governed by Missouri Supreme

Court Rule 56, which states "a party may obtain discovery on any matter, not privileged, that is relevant to the subject matter involved in pending action -- State ex rel. Plank v. Koerh, 831 S.W.2d 926, 928 (Mo. banc 1992).

The court ruled in favor of the plaintiffs, finding that "plaintiffs are entitled to have their discovery requests fully responded to without reference to the MDL discovery."

GM has set aside at least \$400 million and hired attorney Kenneth Feinberg to compensate those injured or killed in crashes caused by the ignition switch defect. Not all cars with faulty ignition switches qualify for the Feinberg fund. At least 97 deaths and numerous injuries have been attributed to the defect.

GM's Response

In response to the Order, GM wrote to the MDL Court and noted that: "The proceedings in Felix pose a serious risk of undermining the coordination efforts of the Court and the parties, and could lead to an unraveling of MDL-state case coordination."



Bob Langdon and Adam Graves lead the firm's GM ignition switch litigation.

"When cases are combined, as they can be in Missouri, the client can benefit from a more efficient process and potentially obtain a more just award for damages." – Attorney Bob Langdon

Suzuki Recalls Two Million Cars for Smoking Ignition Switch



Suzuki Motor Corp. has announced a recall of two million cars to replace faulty ignition switches after receiving reports of burning or smoking ignition switches. The action is an expansion of an earlier recall issued on March 31 for the same defect. The latest recall includes the Chevrolet Cruze; the A-Z Wagon and Carol models sold under Mazda Motor Corp.'s brand; and Suzuki's Alto, WagonR and Swift models built between 1998 and 2009.

Propane, *(Continued from p.11)*

The firm was able to show evidence that the propane company ignored a minimum of seven requests by various owners of the residence over time to remove the subject propane tank. The propane company also ignored its own knowledge that (1) the tank was last filled eight years prior to the explosion; (2) the propane services account at that residence had been closed five years prior; and (3) the current owners of the residence did not want their propane

The firm was able to develop evidence that the propane company ignored a minimum of seven requests to remove the subject propane tank.



service. Worse, the propane company failed to act on and ignored its own directive, in the form of a self-generated

Service Order, issued five years prior to the explosion, to remove the propane tank due to lack of payment on a prior account.

As a result, all the occupants were severely injured and suffered extreme pain and suffering from the explosion and subsequent fire. Most experienced severe burns and polytrauma from the blast. The firm's recovery will pay for the rehabilitation of those family members as they piece their lives back together.

Takeda Agrees to Pay \$2.4 Billion to Settle Actos™ Suits

Takeda Pharmaceutical Co. has agreed to pay \$2.4 billion to resolve thousands of lawsuits from patients and their families who said the company's diabetes drug Actos caused bladder cancer. The settlement is a major victory for more than 9,000 patients with claims in federal and state courts against Asia's largest drug manufacturer.

Takeda will put \$2.37 billion into a settlement fund if 95 percent of the plaintiffs agree to participate. The dollar amount increases to \$2.4 billion if 97 percent of plaintiffs opt-in to the settlement program. The amount given to plaintiffs will depend on a number of factors, including the total dosage of the drug used, the extent of the injury and their smoking history. Langdon & Emison is representing clients in Actos cases nationwide. Contact the firm at 800-397-4910 for a free case evaluation or to learn more about the settlement



The firm is also currently accepting Benicar cases. Patients who suffer extreme diarrhea and Celiac-like intestinal issues after taking Benicar may file suit against Daiichi Sankyo, the manufacturer. For a free evaluation of this or other mass torts cases, call us at 1-800-397-4910.

News and Notes



Emison Helps Lead 2015 AIEG Trucking Symposium in Chicago

The Attorneys Information Exchange Group will host its 2nd annual truck litigation symposium and mock trial on August 20-21 in Chicago. Langdon & Emison partner Kent Emison will be a featured speaker and will help steer the CLE programming that will be offered at the conference. For more information about how to attend, visit www.aieg.com.

Michael Manners Portrait Installed at Courthouse



Langdon & Emison partner Michael W. Manners was honored this spring when his portrait was installed at his former place of employment, the Jackson County Courthouse in Independence, Mo. The award-winning judge worked for more than two decades on the bench, after a successful career as a trial lawyer. The portraiture, held on March 27, was attended by judges, politicians and others from the legal arena and was followed by a reception at the Bingham-Waggoner Estate in Independence. He is pictured at left in 2013 with a collection of attorneys who formerly clerked for him.

L&E Launches Nursing Home Abuse Guide



Langdon & Emison has launched a new website dedicated to providing consumers with resources and information about nursing home abuse. Consumers seeking legal assistance can access the site at www.nhabuse.com.

Elder mistreatment is defined as intentional actions that cause harm or create a serious risk of harm to a vulnerable elder by a caregiver or other person who stands in a trust relationship to the elder. The most common forms of elder mistreatment in nursing homes are abuse and neglect. The U.S. Census Bureau projects there will be 19 million people aged 85 or older by 2050.

L&E Staff Rock the Parkway in Half Marathon



Langdon & Emison staff members laced up their running shoes to participate in the 2015 Rock the Parkway half marathon in Kansas City, Mo. The firm entered 10 runners in this year's race, which benefitted Science City, a modern science center in Kansas City's restored Union Station. Pictured from left to right (front) are Claire Foley, Alesia Emison, Rachel Ahmann, Angie Berry, Kathy Coleman and Patty Berthelson; and (back) Tammy Gettings, Amalee Pierson, Nickole Ralston and Aubrey Rostrine.

WHAT'S INSIDE



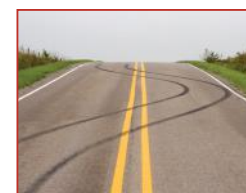
THE GM IGNITION SWITCH DEBACLE

AUTO AND TIRE DEFECT EXPOSED IN SIX-WEEK TRIAL



PROPANE EXPLOSION LEADS TO FAVORABLE SETTLEMENT

FIRM SUES MANUFACTURERS OF DEFECTIVE GUARDRAILS



ZOFRAN LINKED TO BIRTH DEFECTS



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*By appointment only.

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