

What You Need to Know

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Defective Headrests Contribute to Catastrophic Spine & Brain Injuries

Rear-end crashes that involve broken headrests, or headrests separated or “pulled out” from the seatback, may be key evidence of a defective seating system

Front occupant seatbacks play a vital safety component in rear-end crashes – no different than the purpose of airbags and seatbelts in frontal impacts. Weak, defective seatbacks collapse and fail in rear-end crashes and cause catastrophic injuries. Commonly, seatback failures catapult – or “ramp” – front passengers to the rear, or the seat collapses onto rear passengers and causes spinal or brain injuries. Front headrests that break or pull out from the seatback are key evidence and should raise a red flag to investigate whether a defect contributed to catastrophic injuries.

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

The headrest on a seatback plays a critical safety function within the seating system during a rear-end crash. The headrest should be designed in conjunction with the seatback to support the occupant and prevent ramping. A weak or defectively designed headrest may break when loaded by an occupant in a rear-end crash. This failure may cause the front occupant to ramp over the seatback and suffer catastrophic spine injuries. In addition, a headrest failure may contribute to a front occupant ramping into the rear occupant space and injuring rear occupants. (cont. p. 14)



Does Your Client Have a COVID-19 Business Interruption Insurance Claim?

L&E is accepting business interruption insurance cases nationwide

Langdon & Emison is representing businesses nationwide in lawsuits against major insurance companies for denying coverage for COVID-19-related business interruption claims. Compensation may be available in cases where the federal or state government ordered businesses to close or reduce operations. Further compensation may be available where businesses have incurred additional costs to continue business operations, such as sanitation/disinfecting services or the purchase of equipment for remote work.

Types of Coverage

A policy's coverage of damages due to COVID-19 will come down to the insurer's specific policy language, including various coverages and exclusions; however, there are four types of coverage generally available that may be applicable to address your client's business losses:



- Business income coverage.
- Civil authority coverage.
- Dependent property coverage.
- Extra expenses coverage.

Many insurance companies are denying claims arising from this pandemic by attempting to rely on exclusions or other policy language.

Affected Industries

- Accounting services
- Apparel
- Automotive suppliers
- Construction
- Dental practices
- Dermatologists
- Film production
- Fitness/Gyms
- Gaming
- Lodging/Hospitality
- Manufacturing
- Movie theaters
- Restaurants
- Retail
- Shipping
- Surgical groups
- Transportation
- Travel

If your client is seeking legal representation to file a business interruption claim or is seeking justice from a wrongfully denied claim, **contact Langdon & Emison at 800-397-4910 or lelaw.com.**



The Dangers of Overhead Power Lines

Electrocutions are a leading cause of work-related deaths. The National Electrical Safety Code sets forth national standards for maintenance and inspection of power lines. When utility companies fail to follow national standards, public safety is at risk.

Failure to De-Energize

When contact with power lines occurs, most lines are designed to shut off the electrical current. De-energization equipment, such as circuit reclosers, limits electrical exposure to a fraction of a second rather than several seconds. Further, recloser manufacturers require utilities to test the equipment after a certain number of years.

If utilities do not properly test and maintain de-energization equipment, the period of time individuals can be exposed to electrical shock through their bodies is 20 to 25 times longer than on properly tested and maintained equipment. This can be the difference between life and death or losing a limb.

Electrical Injury Case Example

In a recent case, our client was working to disassemble a canopy that was adjacent to power lines owned and maintained by a utility company. As the plaintiff removed metal skirting, a high-power electrical transfer occurred, causing him to lose his right arm and suffer severe burns all over his body.

Although the subject power lines were equipped with circuit reclosers, they did not operate during the accident. In addition, the manufacturer of the recloser used on the subject lines requires that it be tested every three years. Despite being installed in 2002, the utility did not test the equipment prior to the incident.

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 in reality they are dangerously close. Power lines carry thousands of volts of electricity and contact with the lines leads to catastrophic, sometimes fatal, injuries.

Evidence of Negligence

- Inspectors' tags that show when the power lines or equipment was last tested
- Ground line rot, which can show when a pole has been there for a long period of time
- Inadequate safety guidelines
- Records of the power company's presence in the area



Keys to the Case

- The subject power lines had dangerously inadequate clearance to the subject canopy.
- The utility failed to identify and correct the hazard for 15 to 30 years.
- The lines did not properly de-energize, causing our client to sustain a longer duration of electrical current and more severe injuries.



Multi-million dollar recovery in this case despite \$25,000 policy

Is There More to Your Vehicle Crash Case?

When faced with big damages and not enough insurance, dig deeper for recovery avenues

In many states, the minimum auto insurance requirements of only \$25,000 – or less – put millions of vastly underinsured drivers on the road. In cases involving a serious injury or death with minimum insurance coverage, it's critical for attorneys to explore additional recovery avenues for clients.

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. The work you do in the first few days or weeks after your client contacts you is critical to successfully identifying a product defect or additional recovery avenues.

Uncovering Auto Product Defects

Defects in a motor vehicle's design and manufacture can either cause an auto crash or cause more serious injuries than would have occurred without the defect. Despite handling product liability cases for more than 30 years, we are still astonished at some of the product defects we identify. In case evaluations, we look for evidence or indication that the:

- **Seatback failed.** Front occupant seatbacks play a vital safety role in rear-end crashes. When weak, defective seatbacks collapse, they can cause catastrophic injuries to both the front and rear seat occupants. If the seatback collapsed rearward or broke, we look for a broken headrest; occupant ramping over the seat; spinal cord injury or traumatic brain injury; or injury to the rear passenger. Our firm has obtained multimillion dollar jury verdicts in seatback failure cases, including a **\$43.1 million verdict**.

Signs of an Auto Defect

- Minor collision at residential speeds causes catastrophic injury or death.
- Single occupant is severely injured or killed while other occupants suffered minor or no injuries.
- Localized area of the vehicle failed (tire blowout, roof crush, seatbelt, airbag or seatback failure).
- Seat-belted occupants are seriously injured or ejected.



- **Vehicle caught fire.** RVs are notorious for catching fire during crashes. 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 found poor fuel tank placement; lack of check valves or other anti-siphoning devices; dangerous components mounted near the fuel tank; and other fire-causing defects.
- **Seatbelt malfunctioned and caused serious neck or abdominal injuries.** Our firm recently resolved a case where a man lost 60 percent of his small intestine because the seatbelt spooled out more than 16 inches during a crash. In seatbelt cases, we also look for inertial unlatching or false latching, indicated by an occupant found unbelted who insists he or she was belted; torn or ripped seatbelt webbing; or the seatbelt pulled loose from its anchors.
- **Roof crushed excessively due to lack of roof strength.** In these types of cases, 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. Though the design called for glue, the robot did not apply it to the vehicle. Factors to look for include excessive roof crush; single-roll crashes; door openings; low-speed accidents; and passenger ejection.



Every lawyer should screen vehicle crash cases for potential product liability claims. If you need assistance, contact our firm at 800-397-4910 or lelaw.com. Below are a few examples of the auto product cases we have resolved on behalf of injured clients and their families.

\$59 MILLION KUMAR V. TOYOTA
RECLINED SEAT, MARYLAND

Langdon & Emison represented a car passenger whose legs were crushed and later amputated as a result of sliding under his seat belt in a wreck. Toyota’s failure to warn about the dangers of riding with a reclined seat led to Maryland’s largest jury verdict at the time.

\$43.1 MILLION HECO V. MIDSTATE DODGE LLC ET AL.
SEATBACK FAILURE , VERMONT

Langdon & Emison represented a woman who became quadriplegic after the seatback in her car failed when she was rear-ended while waiting at a stop light. A Vermont jury awarded our client the largest verdict in Vermont history at the time.

\$26.4 MILLION WASILIK V. FORD
FUEL-FED FIRE , MARYLAND

A head-on collision resulted in a fuel-fed fire when gasoline siphoned out of the fuel tank after the initial impact, causing serious burns to those involved. At the time, this tort verdict was the largest awarded in Maryland.



Be on the Lookout for Dangerous Airbag Defects

Recent recalls underscore serious risk to consumers, cases to come

Toyota has issued a massive recall for 2.9 million U.S. vehicles equipped with defective airbag sensors. The recalled vehicles include certain versions of the 2011-19 Corolla; 2011-13 Matrix; 2012-18 Avalon; and the 2013-18 Avalon Hybrid.

The vehicles have a faulty electronic control unit that may prevent airbags from deploying during certain types of crashes, which could increase the risk of injury or worsen the outcome. The electronic control unit is designed to assess incoming signals from crash sensors and trigger an airbag deployment and seatbelt tightening, if necessary; however, the unit may not have adequate protection against electrical noise that can occur in certain crashes, such as severe underride crashes, according to Toyota.

Takata Back in the News

Takata has recalled an additional 10 million front airbag inflators sold to 14 different automakers because they can explode with excessive force and shoot shrapnel. The recalled inflators, ironically, were used to replace the original ones that were found to be defective.

Automakers will identify the affected models and launch their own recalls. Some automakers already have made recall announcements. The recall is the last one Takata agreed to in a 2015 settlement with U.S. safety regulators, bringing to a close the largest series of automotive recalls in U.S. history.

Automakers with Recalled Takata Airbags

- Audi
- BMW
- Honda
- Daimler (vans)
- Fiat Chrysler Automobiles
- Ferrari
- Ford
- General Motors
- Mazda
- Mitsubishi
- Nissan
- Subaru
- Toyota
- Volkswagen

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



A Silent Killer: Identifying Medication Error Cases

Pharmacy errors and prescription drug defects injure approximately 1.5 million people each year. Recent reports found that pharmacy employees at major drugstore chains said high levels of stress and unreasonable expectations led them to make mistakes while filling prescriptions and to ignore some safety procedures.

Medication errors can occur at both the distribution and pharmacy levels. Outsourcing and poor quality control procedures can result in entire lots of medication bottles being recalled due to mislabeling. Pharmacy errors often occur when an oral or written prescription is recorded or entered into the pharmacy's computer system erroneously. It is critical for attorneys to recognize the signs of potential medication error cases.

Case Examples

Langdon & Emison partner Michael Manners was involved in the successful appeal of a case involving a grocery store pharmacy that erroneously 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 of Methotrexate daily poisons the body much like high levels of radiation and destroys the lining of the gastrointestinal system. Tragically, the pharmacist didn't catch the error and the patient lost her life.

In another 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 bottles in the lot contained Simvastatin, a cholesterol-lowering statin. The error was compounded by Walmart's failure to act quickly once the mislabeling was discovered. As a result, our client's mother suffered a fatal heart attack after Walmart discovered the error and two weeks before a letter was sent to notify her about it.

Evaluating Medication Error Cases

- Carefully review medications the client 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 that appears "natural" (e.g., heart attack), ask if the deceased was taking any drugs designed to prevent that cause of death. Find out if the deceased received any recent letters or communication from the pharmacy dispensing the medication.
- If medications are identified, search the FDA's website for recalls and safety alerts for those drugs.



L&E Pursuing Mass Tort Cases Nationwide

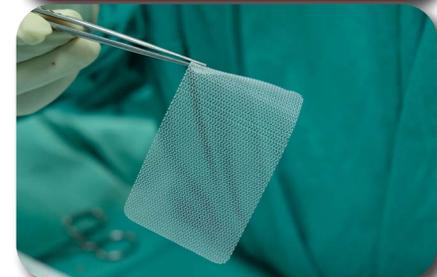
Critical ruling in L&E's Missouri Bair Hugger cases

Langdon & Emison continues to build and expand its inventory of mass tort claims. Below is a list of torts our firm is pursuing nationwide. We would be pleased to help evaluate your case or offer a co-counsel arrangement for qualifying cases.

3M Bair Hugger Warming Blanket. Two of Langdon & Emison's Missouri **state-court filed cases** against 3M and others were **recently remanded**. This is a critical and positive development as all cases in the federal MDL had previously been dismissed by the Court after summary judgment was granted in favor of 3M. These are the only active Bair Hugger cases in the country pending while the MDL Leadership appeals the entry of summary judgment and seeks reinstatement of cases in the MDL. Our firm continues to review potential Bair Hugger claims for patients who suffered serious infections after joint replacement surgeries. To qualify, patients must have undergone hip or knee replacement surgery and suffered a deep joint infection within one year after surgery.



Hernia Mesh. Several brands of hernia mesh products have been associated with a high failure rate. We continue to review cases in which the claimant had hernia repair surgery and later required revision surgery or experienced other complications.



JUUL vaping cases. JUUL vape pens have been advertised as a safe or even healthy alternative to smoking, but these devices have been found to be potentially fatal and pose numerous health risks to consumers. JUUL has also aggressively marketed its vape pens to teenage consumers. L&E is investigating addiction cases for previously non-smoking individuals who used JUUL under the age of 18 and subsequently became addicted to nicotine; and injury cases for individuals who used JUUL and suffered respiratory and other health problems.



Zantac. The widely used heartburn drug Zantac has been reported to contain unsafe, elevated levels of a chemical known to cause cancer. We are reviewing cases for individuals who have developed gastrointestinal or bladder cancer after regular use of brand name over-the-counter Zantac for at least one year.



If you have questions about whether your mass tort case may qualify, contact us today at 800-397-4910 or lelaw.com.



Pavement Edge Drop-Offs: Seeking Justice for Injured Clients

More than half of roadway deaths occur in roadway departures. A large number of these crashes occur because of dangerous pavement edge drop-offs, or uneven height differences on travel lanes and shoulders.

A pavement edge drop-off may exist due to:

- Erosion to the shoulder.
- Lack of an adequate shoulder.
- A contractor's failure to bring the shoulder flush with the paved travel lane.

In the most common pavement edge drop-off crash, a driver's right tire leaves its travel lane, goes over a drop off and is then restricted from re-entering the travel lane. The vertical difference between the surfaces may cause the tire to "scrub" against the vertical edge.

Re-entry requires a sharper angle than normal. Instinctively, surprised drivers oversteer aggressively toward the travel lane. As a result, the vehicle veers across the roadway, loses control and potentially goes into a rollover or collides with other vehicles. Pavement edge drop-offs pose an even greater risk to motorcyclists due to the semi-circular shape of motorcycle tires.

Recent Case

In cases involving a road construction zone, a timeline showing the sequencing of "lifts"—layers of asphalt or pavement—are critical. Often, road construction jobs require multiple lifts. To prevent dangerous drop-offs, many states require that one lift be completely finished on the roadway and shoulders before starting the next lift.

In a recent Illinois case, a road construction job first called for a 1.5-inch asphalt lift, followed by a 0.75-inch lift. The road construction company completed the first asphalt lift on the travel lanes, not the shoulders.

Key Evidence

- Photographs of the drop off
- Measurements of the drop-off height
- Measurements of the drop-off angle
- Photographs showing "tire scrubbing"
- Timeline and sequencing of multiple lifts (travel lanes vs. shoulder)
- Documenting the existence (or lack) of pavement edge markings and signage
- Prior accidents and complaints

Key Documents

- Traffic Control Plan
- Bids/Contracts
- Applicable state road specifications
- Contractor's daily logs

Weeks later, the second lift was again placed on the travel lanes without treating the shoulders, which created a dangerous vertical drop-off from the travel lane to the shoulder that averaged 2.25 inches but rose as high as 3 inches in some areas. This drop-off existed without any pavement edge markings on a major Illinois highway for more than two months before a motorcyclist dropped off, struggled to re-enter the travel lane, lost control and suffered catastrophic injuries.

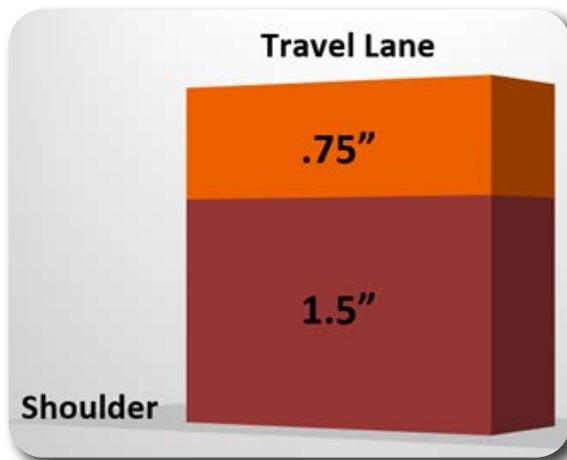
How High is Too High?

Numerous studies have called for a standardized threshold drop-off height, but the calls have gone unanswered. There are no mandatory national requirements.

The first place to look are applicable state highway specifications and regulations. Mandatory heights of vertical drop-offs vary state to state, but generally range from 1.5 to 3 inches depending on the location of the drop off. Generally, maximum allowable heights are shorter in drop offs between lanes of travel.

State laws also often address required actions to mitigate the existence of drop offs, such as required signage, temporary edge markings, permanent edge markings and the maximum time periods drop offs may be present on roadways. Other states are silent on these issues as well as the maximum allowable height, and the case turns on establishing requirements through the applicable contract and industry standards.

National standards give guidance and help establish industry standards. The American Association of State Highway and Transportation Officials' Roadside Design Guide outlines specific drop-off heights that pose significant risk to motorists. Other national standards, including the Manual on Traffic Control Devices and the Federal Highway Administration set specifications for warnings, traffic control and signage that should be utilized when pavement edge drop-offs are present.



*Safety Edge™ installation
FHWA website*

Low Cost, Safer Alternative: The Safety Edge

Over the past several decades, studies have repeatedly found that the angle of a drop off is directly related to a driver's ability to safely recover from a pavement edge drop-off. The steeper the angle, the more danger a drop off poses to the public. An angled pavement edge allows a driver a much better chance to safely re-enter the travel lane.

Relying on these findings, the Federal Highway Administration has initiated a program called "Every Day Counts" to promote utilizing a tool called a "safety edge" that shapes the pavement edge to 30 degrees. This technique is a low-cost measure to vastly reduce the dangers of a vertical edge drop off. The safety edge requires a small amount of additional asphalt, however, the FHWA estimates it only

increases materials by 1 percent. If a defendant did not use a safety edge, materials from FHWA's Safety Edge™ program will be useful.

As a principle of highway design, motorists will inevitably leave the travel lane for reasons ranging from reacting to other motorists, curves, road conditions and inadvertent drifting. Just as airbags and seatbelts are safety features in vehicles in crashes, shoulders and edges are safety features on roadways intended to protect motorists when leaving the travel lane.





Don't Overlook Tire Retailers

In 2017, there were 738 fatalities due to tire-related crashes. Such a number likely underestimates the number of fatalities because it does not account for instances when a tire issue was not an obvious contributory cause. When evaluating an auto crash case, it is important to look for tire retailer negligence as a potential cause of the accident and additional source of recovery.

Every vehicle crash resulting in catastrophic injury should be screened for tire-related issues.

In the early phases of case evaluation, consider where the tires were purchased and installed, particularly if there was a failure of a tire. Far too often, tire retailers will sell aged or damaged tires to innocent consumers who do not realize they are dangerous.

Tire retailers may also install spare tires that, despite having full tread, are dangerous because of their age. All tires deteriorate with age, and older tires have a much higher risk of failure than newer tires with similar wear and tread depth. As such, even when selling and installing new tires, retailers should check the DOT code on any tire that remains on the vehicle to identify any aged tire that should be removed.



Another factor to consider is improper installation. Major tire retailers have been known to follow improper procedures for installing new tires on motor vehicles; for example, if a consumer purchases only two new tires, then they should be installed on the rear axle of the vehicle, not the front. That is true even for front-wheel-drive vehicles. Failure to install new tires on the rear increases the risks a vehicle will hydroplane in wet road conditions.

Tire retailer claims offer an additional opportunity to enhance your client's recovery. For help screening a case for tire defects, contact Langdon & Emison at 800-397-4910 or lelaw.com.



Finding the Culprit in Occupant Ejection Cases

In 2017, approximately 83 percent of passenger vehicle occupants ejected from the vehicle were killed. Even properly belted occupants can be partially or fully ejected from vehicles if an auto product defect exists.

Further, vehicle designs exist that serve to limit the risk of ejection, even for unrestrained occupants. When evaluating auto crash cases involving occupant ejection, consider the many auto defects that could be in play.

Inadequate and Defective Window Glass. A safety feature in motor vehicles often overlooked is the glazing used in certain vehicles' windows, which plays an important role in occupant containment. In all forms of collisions, ejection is made possible by the tempered glass breaking, thereby creating an opening through which occupants can be fully or partially ejected.

For decades, automakers have known that laminated glass is safer and significantly improves passenger containment in crashes. Although laminated glass is used for certain glass in vehicles, the side and rear windows in many vehicles are made of tempered glass, which is prone to shatter upon impact and offers virtually no resistance to passenger ejection.

Seatbelt unlatching. While seatbelt use can reduce the risk of injury, the seatbelt must latch properly and stay latched to protect occupants; however, in an accident, a seatbelt may become inadvertently unlatched or may inertially unlatch. If the buckle has a "proud" release button, one that sticks up above the buckle itself, the button can be depressed by inadvertent contact by an occupant (i.e., hand/elbow). Inertial unlatching occurs when a seatbelt buckle releases by itself during a collision due to the forces of the crash.

Easy, Low-Cost Fix

Research conducted by NHTSA estimated the potential of laminated side window glass to prevent 1,313 fatalities and 1,297 serious injuries per year. Estimated costs to automakers were \$96-\$158 per 4-door vehicle.



Defective Headrests (continued from p.1)

Sadly, common victims of seatback and headrest failures are children seated in the back. In these cases, children often suffer facial and head trauma, as well as permanent brain or neck injuries.

Recent Case

Our firm has seen an increasing number of defective seating systems involving defective headrests in rear-end crashes. These cases involve several different manufacturers and include recent model year vehicles.

In one case, the plaintiff was a front passenger properly belted and seated upright in a vehicle that was struck in the rear. During the crash, the headrest came completely out of the seatback and the plaintiff, still secured in his seat, was found by emergency responders laying supine (horizontally facing upward) with no feeling in his legs.

In this case, the collapse and failure of the passenger seatback and subsequent ramping was evident. The quick deformation, yielding and subsequent ramping was also confirmed by the dismantled headrest that occurred as a result of the ramping. The headrest failure allowed the plaintiff to ramp over the seat and suffer catastrophic spine injuries.

Seats with inadequate strength, coupled with defective headrests make a dangerous combination. If you suspect a defective seat was the cause of your client's auto crash injuries, contact Langdon & Emison at 800-397-4910 or lelaw.com. We would be pleased to help evaluate your case, or to help however we can.

Evidence of Defective Seats

- Seatbacks lying flat or reclined
- Broken headrest
- Headrest that is separated – or “pulled out” – from the seatback
- Spinal cord injury or severe traumatic brain injury
- Injury to rear passenger

News and Notes

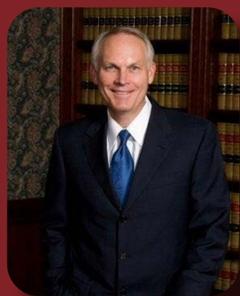
MATA President Brett Emison Testifies to Protect 7th Amendment Rights



Brett Emison

Langdon & Emison partner Brett Emison, who also serves as president of the Missouri Association of Trial Attorneys, spent countless weeks in the 2020 regular legislative session fighting bills that would infringe upon citizens’ 7th Amendment rights. Brett, along with fellow MATA members, worked tirelessly to testify against bills that would protect corporate wrongdoers from punitive damages; reduce the time to file a lawsuit; force arbitration of employment claims; and politicize the selection of state judges. “From the beginning, our position—and my position—is: Why is the state of Missouri and our legislature changing public policy in order to protect the very worst of the worst corporations? We aren’t talking about negligence here; we’re talking about malicious conduct tantamount to intentional wrongdoing,” said Brett in a recent media interview.

Kent Emison Moderates Panel at NABIS Conference



Kent Emison

Langdon & Emison partner Kent Emison moderated the “TBI and Demonstrative Evidence” panel presentation at the 33rd Annual Conference on Medical and Legal Issues in Brain Injury conference, February 26 in New Orleans. The panel discussion featured attorneys and medical professionals from across the country who presented about topics such as strategies for brain injury trial; using demonstratives in life care planning testimony; and forgotten damages of TBI and how to prove them inexpensively. The conference is hosted every year by The North American Brain Injury Society, an organization created specifically to address the needs of multidisciplinary professionals dedicated to brain injury – providing education programs, scientific updates, and a platform for communication and professional exchange.

L&E Celebrates Kansas City Chiefs Super Bowl Victory



Langdon & Emison attorneys and staff enjoyed a celebratory lunch to revel in the Kansas City Chiefs Super Bowl LIV victory. The Chiefs beat the San Francisco 49ers in an absolute thriller at Hard Rock Stadium in Miami. The Chiefs trailed 20-10 entering the fourth quarter, but then scored 21 unanswered points to win 31-20. Founding partners Bob Langdon and Kent Emison, along with a few L&E attorneys and staff members attended the game and witnessed in person the Chiefs hoist the Lombardi Trophy for the first time in 50 years. A few days after the big win, everyone on staff gathered over lunch to watch the telecast of the Super Bowl victory parade in Kansas City, Mo.



Langdon & Emison Accepts Co-Counsel Opportunities Nationwide

Maximize the recovery for your client's personal injury case

In this edition of our firm's quarterly newsletter, we share information about the many recovery avenues to explore in personal injury cases and offer practical tips for evaluating and litigating a range of personal injury cases. We deeply value the opportunity to work with law firms across the country to help maximize their clients' recoveries in cases involving defective products, negligence and catastrophic injury. **We welcome the opportunity to work with you.**

Our presence on a case adds unparalleled experience and a name that corporate defendants recognize from nearly 40 years of practice in personal injury litigation. Likewise, a co-counsel partnership not only benefits your client's recovery but also benefits your law firm.

In just the past three years, we have 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.

Topics Covered Inside

- Headrest failures
- Dangerous auto defects
- Pavement edge drop-offs
- Airbag recalls, defects
- Mass tort updates
- Occupant ejection cases
- Electrical injuries



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