

LANGDON & EMISON

ATTORNEYS AT LAW

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Year” by *Best Lawyers*



Takata Airbag Defects Cause Gruesome Injuries Nationwide

*Langdon & Emison settles another Takata case, continues to litigate matters
against defective airbag manufacturer*

More than 34 million vehicles in the United States have been recalled because they are equipped with defective Takata airbags that can rupture or explode with excessive force when deployed and spray shrapnel into the vehicle compartment. Langdon & Emison has played a key role in resolving claims for this defect, including a recent settlement on behalf of a young man who suffered severe injuries as a result of a crash in Paducah, Ky.

Attorneys Bob Langdon and Kent Emison have represented clients in airbag defect cases for more than 20 years, and have lectured on auto product defects nationwide. This latest settlement was a horrific example of what can happen when these dangerous airbags deploy when they are not supposed to.

Cause/Effect of Takata Accidents

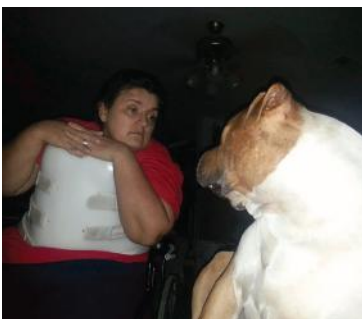
Prior to 2004, Honda, TK Holdings, and Takata Corp. had knowledge of the defect that caused injuries nationwide, including those to our client who lost the use of his right eye as a result of the aforementioned Kentucky crash. To summarize this dangerous design from Takata, the airbag inflators are manufactured with metal devices that emit gas in order to deploy the airbag cushion during a collision. This method relies upon a composition of chemicals, including ammonium nitrate, to serve as the propellant that generates the gas necessary to cause the airbag to deploy.

(Continued, p. 14)



Serious Safety Concerns Surround 15-Passenger Vans

Firm obtains significant settlement for client in traumatic brain injury case caused by van rollover



Langdon & Emison confidentially settled a lawsuit on behalf of a client that was severely injured in an passenger van accident. Bob Langdon, Adam Graves and Mark Emison led the litigation team.

After an arduous 15-day shift working as a towboat cook, Shohny Munz was riding in an employer-provided van. The driver, who was travelling too fast for the conditions, lost control and the van rolled over several times.

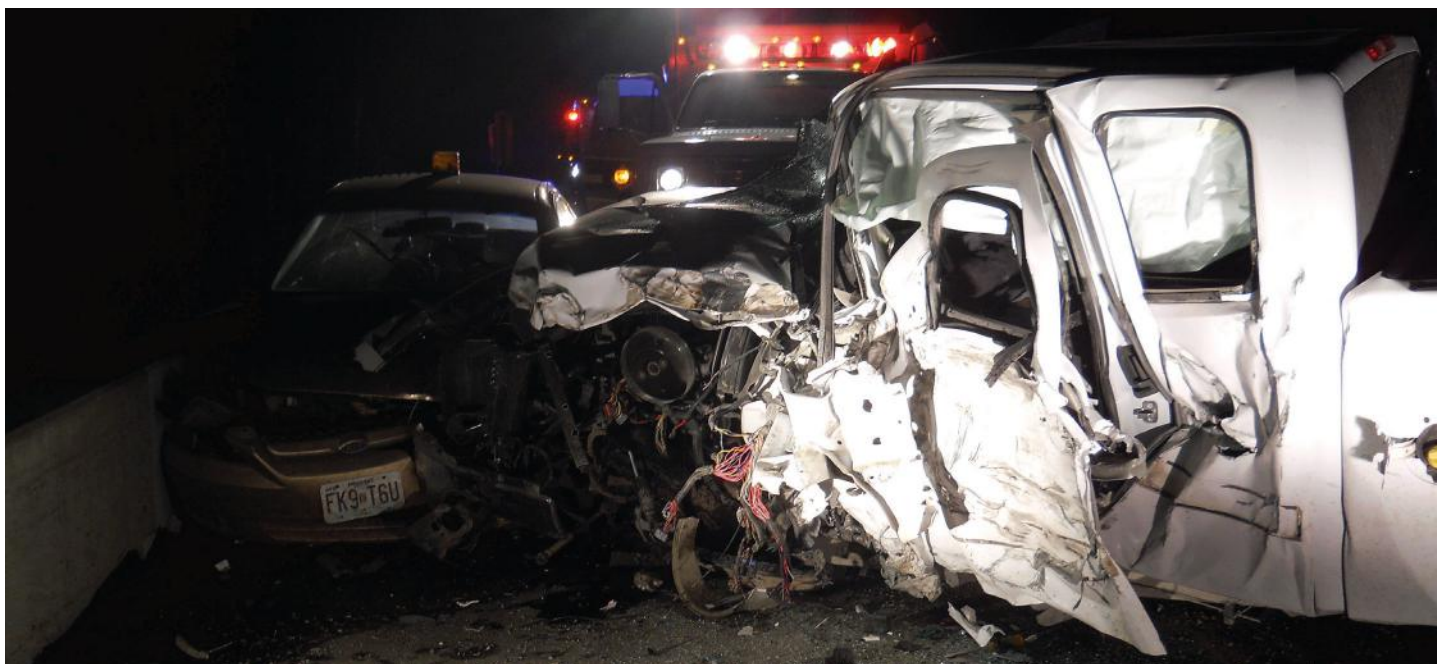
The firm was able to show that the defendant did not do its due diligence in selecting their transport company for its employees. They were also able to call into question the driving safety record and criminal record of the driver, showing previous arrests and drug possession.

Ms. Munz sustained numerous injuries including multiple concussions; a large laceration extending from the right side to the back of her head; cuts and abrasions; breathing difficulties; injuries to both knees and tailbone; a fractured hip and pelvis; five broken ribs; a compression fracture of T10 vertebrae; and several other injuries.

The legal team was able to show that our client's long-term repercussions would include daily headaches for which over-the-counter medications would not relieve the pain. Additionally, the diffuse axonal injury and scars on her head were evidence that Ms. Munz would be living with the accident for the rest of her life. Experts in the case showed how the upper and lower back injuries would permanently limit the use of her back, and that her ability for physical activity and work would be severely impaired.

Facts About 15-Passenger Vans:

- 15-passenger vans are difficult to control in emergencies
- 15-passenger vans are unstable by design (center of gravity is too high and too much weight is placed behind the rear axle)
- 15-passenger vans lack adequate crash protection for occupants (including poor roof strength resulting in significant roof crush, poor seat belt geometry, and large windows that permit occupant ejection)
- Safety loopholes exempt 15-passenger vans from critical safety requirements



Significant Recovery Earned for Family of Deceased in Fatal Trucking Accident

Firm makes trucking company pay for driver who crosses center of road, leading to horrific crash in the dark



The firm argued that the driver's operation of the vehicle was negligent, and the truck was not properly conspicuous on the roadway.

Langdon & Emison earned a substantial result for its client in yet another trucking accident case, involving semi-truck that crossed the center of the road on a rural Missouri road. Langdon & Emison partners Kent Emison and David Brose led the legal team in this case, which was favorably settled this winter.

Negligent Driving, Conspicuity Issues Come Into Play in Nighttime Crash

On a November evening in 2014, the defendant was operating a 1993 Kenworth conventional tractor and an additional trailer, to haul a John Deere combine. At the same time, our client was driving a 2013 GMC Sierra pickup, travelling towards the tractor being driven in the opposite direction. The tractor-trailer struck our client's vehicle when the lead trailer and the left front tire of the John Deere combine encroached several feet into the opposing lanes.

As a result of the incident, Charles Booram Jr. suffered severe injuries and continuous physical pain and emotional suffering, ultimately resulting in his death. The firm argued that the driver's operation of the vehicle was negligent; the



truck was not properly conspicuous on the roadway; and also that the parts, accessories and equipment were not in good working order. In addition to obtaining large results in trucking accident cases, Kent and David have both published articles in leading trade journals, analyzing how issues of negligent driving and inadequacies of the truck itself can lead to tragic big-rig crashes.



Langdon & Emison Earns \$4.5 Million Jury Verdict in Brain Injury Case

Trial verdict on behalf of a Marine Lt. Col. who lost career in auto accident



A Missouri jury found for Langdon & Emison client and U.S. Marine Aaron Eckerberg, when it awarded him and his family \$4.5 million after a one-week jury trial in federal district court. The firm successfully argued that this Marine effectively lost his career as a result of this accident, and could no longer serve his country as he had, in spite of having served five tours as a helicopter pilot (three in combat). Attorneys Bob Langdon and Mark Emison led the legal team in this trial.

The crash that led to a mild traumatic brain injury and forever changed his life occurred at an intersection on 65 highway near Sedalia. Lt. Col. Eckerberg drove a pick-up truck and attached trailer

on 65 highway along with two passengers. The defendant was driving on an intersecting road that had a stop sign. The defendant's driver blew the stop sign, though he claimed he stopped (an eye witness testified at trial that he ran it). He then crashed into our client's trailer, which caused the truck and trailer to lose control and overturn upside down in a ditch.



As is common with mTBI, the ER did not diagnose a brain injury and CT scans were negative. Despite this, the legal team proved the impact of Lt. Col. Eckerberg's brain injury through his friends, family, and co-workers explaining how he changed after the crash.

Lt. Col. Eckerberg lost consciousness in the crash. A passenger in the truck, trained as a medical doctor, testified that the Lt. Col. lost consciousness long enough that he was believed to be dead. He later awoke to find himself upside down, hanging in his seatbelt. The truck rested on its top in a water-filled ditch as water from melted snow rushed in. Luckily, the water only got to be around a foot deep. The

occupants were trapped for approximately 10 minutes before they were able to literally dig themselves out. Eckerberg suffered a fractured thoracic vertebrae and what is known as mTBI (or mild traumatic brain injury). The defendant admitted liability on the first day of trial.



After the mTBI, he had persisting issues with concentration, memory, and focus. At trial, defense counsel strongly opposed Lt. Col. Eckerberg's brain injury. Defense focused on normal brain imaging scans; EMT records that showed our client initially denied a loss of consciousness; and ER records that did not diagnose a brain injury. In addition, defense presented an expert neuropsychologist who testified that initial testing showed no brain impairment. The trial team combated these defenses with lay witnesses, including friends, family, and co-workers,

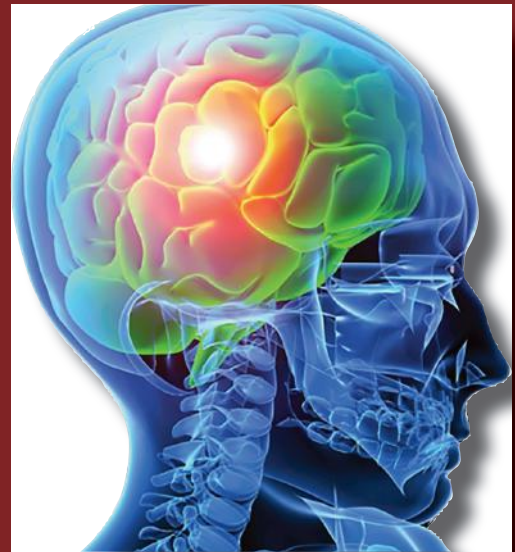
The firm prevailed in spite of significant hurdles at trial:

- Defendant only admitted liability right before trial
- Physician report: no loss of consciousness
- Neuropsychologist initial report: testing showed no impairment
- Client still passed a military physical fitness test before trial
- Client was still instructing flying at war college after the accident
- Jurors from rural area where plaintiffs seldom succeed

who described how the Lt. Col. had changed after the crash. In addition, an expert biomechanic explained that the force of the crash was more than sufficient to cause a traumatic brain injury.

Defense strongly contested our lost earnings capacity claim because at the time of the crash our client was instructing rather than flying; continued instructing after the crash; had not

yet been medically discharged from the military; and had not been formally disqualified from flying. But Langdon & Emison evinced that it was only a matter time before he would be forced out because his commanders could only protect him for so long. At trial, Eckerberg explained the precision required to fly and the constraints that the loss of focus would have on his ability to serve.



Symptoms of a TBI Case:

- Altered consciousness (although not required)
- Amnesia – gaps in memory before or after trauma
- Loss of memory or difficulty concentrating
- Headache or sensitivity to noise and light
- Nausea or vomiting
- Emotional changes
- Loss of smell or taste

What to Look For:

- Changes observed by friends and family
- Cuts or bruises on head
- Rapid acceleration or deceleration forces
- Changes in personality

Defective Dolly Wheel Hub Design Causes Explosion

Langdon & Emison obtains confidential settlement on behalf of seriously injured client



Mark Emison

What can cause the wheel of a dolly, or hand truck, to explode with the force of a small hand gun? Consumer products designed with plastic wheel hubs are prone to explode and cause serious injuries when the tire is inflated with an air compressor.

A Defective Design

On October 20, 2012, David Rhoads, a project engineer, used an air compressor to inflate his dolly when the dolly's wheel hub violently exploded with a force so excessive that David's left arm came up around his head, causing his hand to be close to his tailbone. As a result, David required numerous surgeries and lost the use of his thumb.

The dolly, designed by Gleason Industrial Products (a.k.a. "Milwaukee Hand Trucks"), was equipped with plastic wheel hubs. In 2007, Gleason chose to equip certain dolly models with plastic wheel hubs rather than metal hubs. Langdon & Emison successfully proved the wheel hub design was defective because:

- Plastic is much weaker than metal and more prone to fail and explode during inflation.
- The plastic chosen for the wheel hub was prone to become brittle in cold conditions, which can lead to failure during inflation.
- Gleason failed to warn consumers of the dangers of using an air compressor to inflate the tires.



Gleason products with plastic wheel hubs had exploded and caused serious injuries at least two times prior to David's injuries. In addition, numerous other consumer products had been recalled by the Consumer Products Safety Commission because plastic wheel hubs exploded during inflation. Gleason's corporate representative admitted that Gleason knew about the recalls as early as 2002.



Other Defective Products

Consumers don't always know about hidden dangers inside their own homes that are commonly defective. Here are just a few that we've seen recently in our own practice that are causing injuries:

- Smoke alarms
- Shelving and furniture that tips too easily (risks for small children)
- Lithium-ion batteries
- Retractable dog leashes
- Products with plastic wheel hubs
- Carabiners and outdoor equipment
- Harnesses and light construction equipment



When Power Lines Shock

Langdon & Emison settles case involving inadequate clearance issues and de-energization malfunctions

The National Electrical Safety Code sets forth national clearance requirements – the distance overhead power lines must be from the ground and other structures – yet utility companies repeatedly fail to meet these standards. Langdon & Emison recently reached a confidential settlement on behalf of a Missouri man who was severely shocked by overhead power lines that were in violation of federal standards and not inspected for decades.

The Accident

On June 3, 2009, Ron Minter was working to disassemble a canopy that was adjacent to power lines owned and maintained by Ameren UE. As he removed metal skirting, a high power electrical transfer occurred, causing him to suffer severe burns on his arms, chest, groin and inner thighs and ultimately to lose his right arm.

Failure to De-Energize

When contact with power lines occurs, most lines are designed to de-energize and 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, which can be the difference between life or death or losing a limb.

Although the subject power lines were equipped with circuit reclosers, the legal team showed the reclosers 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, Ameren UE did not test the equipment prior to the incident – seven years later.

When utility companies fail to follow national standards for clearance requirements or fail to inspect overhead power lines for several years, they put the public at risk of catastrophic injury or death.



The legal team showed:

- The subject power lines had dangerously inadequate clearance to the subject canopy.
- Ameren UE 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.

What to look for in power lines:

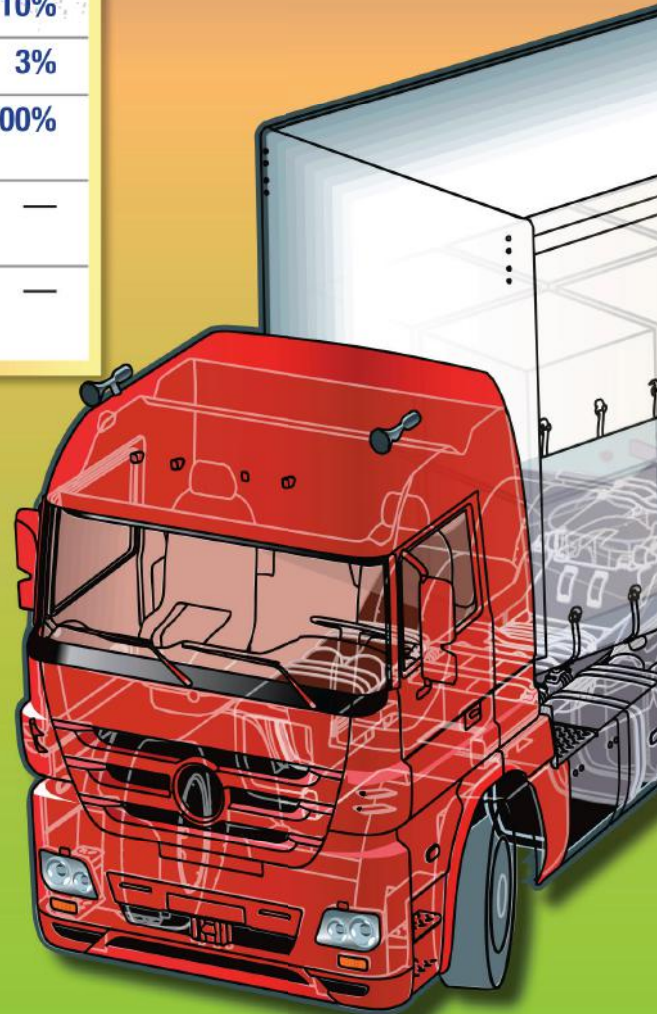
- Inspectors' tags can show when it was last tested
- Ground line rot can show when a pole has been there a long time
- Inadequate safety guidelines used for the inspector
- Records of the power company's presence in the area

TRUCKING H

| CRITICAL REASONS | NUMBER OF TRUCKS | PERCENT OF TOTAL |
|--|------------------|------------------|
| Driver | 68,000 | 87% |
| Non-Performance | 9,000 | 12% |
| Recognition | 22,000 | 28% |
| Decision | 30,000 | 38% |
| Performance | 7,000 | 9% |
| Vehicle | 8,000 | 10% |
| Environment | 2,000 | 3% |
| Total Number of Large Trucks Coded with Critical Reason | 78,000 | 100% |
| Total Number of Large Trucks Not Coded with Critical Reason | 63,000 | — |
| Total Number of Large Trucks Involved in Crashes | 141,000 | — |

TOP CAUSES OF TRUCK ACCIDENTS ON U.S. HIGHWAYS

1. Over-The-Counter Drug Use
2. Speeding
3. Fatigue
4. Driver Distraction
5. Improper Driver Training



HAZARDS

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CASUALTIES IN U.S. TRUCK AND AUTO ACCIDENTS INCREASE

| | 2011 | 2012 | INCREASE/DECREASE |
|---------------------------|--------|---------|-------------------|
| Truck Accident Fatalities | 3,781 | 3,921 | 4% INCREASE ↑ |
| Auto Collision Fatalities | 88,000 | 104,000 | 18% INCREASE ↑ |

DANGERS OF FATIGUED TRUCKERS

According to a recent study, some 65% of truckers reported sometimes or often feeling drowsy while driving. Additionally, nearly 48% admitted to falling asleep behind the wheel of a semi-truck within the preceding year.

Source: USDOT Commercial Motor Vehicle/Driver Fatigue and Alertness Study, and NHTSA

RECREATIONAL VEHICLE DEFECTS

- It is common to find aftermarket RV manufacturers who operate under the following conditions, leading to design and manufacturing defects:

- ◆ No engineering or testing
- ◆ No quality control
- ◆ Violate OEM specifications

- Lack of design drawings and manufacturing standards may result in crimped or punctured gas lines.

- Improper suspension geometry causes bump steer.

- Inadequate or defective carbon monoxide detectors may allow the odorless, tasteless, and deadly gas to fill the vehicle without detection.

- Rear axle misalignment often causes dog tracking.

- Insufficient spring tension, inadequate shock absorbers can cause bottoming out.

- Common alterations to recreational vehicles can lead to greater susceptibility to fuel-fed fires.

- Aftermarket manufacturer liability can involve:

- ◆ RV's
- ◆ Campers
- ◆ Trailers
- ◆ Ambulances
- ◆ Limousines
- ◆ All-Terrain Vehicles
- ◆ Other "modified vehicles"

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Bair Hugger Blankets Expose Patients to Serious Infections

Langdon & Emison accepting claims for defective warming blankets

Langdon & Emison is currently reviewing potential lawsuits on behalf of patients who suffered periprosthetic joint infections after knee, hip or other joint replacement surgery. The lawsuits allege the 3M Bair Hugger warming blanket – used in hospitals across the country – exposed patients to contaminated air from the operating room, causing MRSA, sepsis and other serious infections.

Arizant Healthcare and 3M Company have been named in a growing number of lawsuits over Bair Hugger warming blankets, with patients charging that they suffered severe and debilitating joint infections after the device was used during surgery. The lawsuits claim the manufacturer knew about the infection risk since at least 2009.

The Issue with the 3M Bair Hugger Warming Blanket

The 3M Bair Hugger is a forced air warming blanket that helps maintain patients' normal body temperatures during hip and knee replacement surgeries. The system works by forcing warm air through a hose into a special blanket that is draped over the patient.

The Bair Hugger is produced by 3M and is used in 80 percent of U.S. hospitals. More than 50,000 Bair Hugger units are in use nationwide and more than 165 million patients have been exposed to this device since its invention in the late 1990s.

Patients treated with the 3M Bair Hugger may be exposed to contaminated air from the operating room. The system allows warm air to accumulate and escape below the surgical table and can cause contaminants, such as bacteria, to become airborne. It can also create a current that deposits bacteria from the operating floor back into the blanket and the surgical site.

During surgery, the warm air passes over the patient's skin, escapes from the sides of the warming blanket, dips into the dirty air near the floor and then rises, along with any bacteria it might be carrying into the surgical site. Periprosthetic joint infections generally require a two-step revision surgery, including the removal of the original device with the placement of an antibiotic spacer for 6-8 weeks, followed by the placement of a new device.

Anyone with a serious infection following hip or knee replacement should be evaluated for Bair Hugger claims.

IVC Filters Violate Federal Food, Drug and Cosmetic Act

L&E accepting cases related to defective IVC filters

The U.S. Food & Drug Administration (FDA) recently issued a warning letter to C.R. Bard, Inc. and Bard Peripheral Vascular, Inc. (collectively referred to as "Bard") for eight violations of federal law relating to the safety of its Inferior Vena Cava (IVC) filter product line.

The FDA violations concern safety of the following filters:

- Recovery
- G2
- G2X
- G2 Express
- Eclipse
- Meridian
- Denali

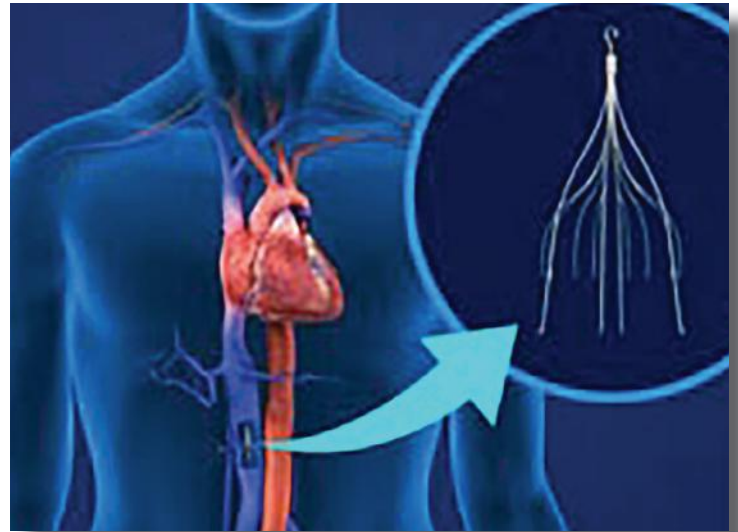
These filters were sold and implanted in individuals as retrievable filters. These were intended to serve as a

temporary prevention of a blood clot from travelling to the heart or lung. IVCs catch the clots in the blood stream and, over time, the clots dissipate. But the FDA received hundreds of adverse reports about the retrievable filters. Reported complications included punctured organs, blood vessels and filter migration to different parts of the body.

Reported complications included punctured organs, blood vessels and filter migration to different parts of the body.

Bard illegally sold adulterated and misbranded IVC Filters and failed to report complications and adverse events, according to the charges. Bard was further cited in the letter for withholding critical information from the FDA and public.

On August 9, 2010, the FDA issued an advisory to physicians that these retrievable filters be removed after the clot burden passed and then reissued its advisory on May 6, 2014, because of increased numbers of adverse events associated with the use of removable IVC filters. However, the FDA never cleared the Recovery Cone Removal System, Model RC-15 in violation of 21 U.S.C. § 321(h).



Our mass torts lawyers are standing by to handle the following additional mass torts claims:

Actos bladder cancer

Fluoroquinolones

Metal-on-metal hips

Testosterone therapy

Zofran birth defects

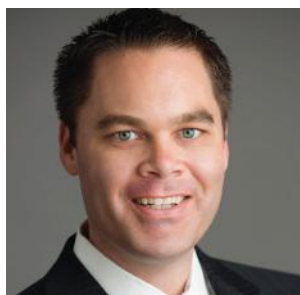
Bair Hugger warming blanket

IVC filters

Mirena IUD

Zimmer knee implants

Langdon & Emison Litigating Against Major Hip Manufacturers



Partner Brett Emison leads our mass torts team:

Brett@LELAW.com

Langdon & Emison is continuing to represent clients nationwide in issues related to defective artificial hips. The firm is litigating matters against DePuy, Stryker, Biomet, Smith & Nephew, and Biomet models.

The key problem with metal hip implants is that friction created by the normal movement of the device causes the release of microscopic shavings and metal debris into surrounding tissue and blood. This can lead to a condition called metallosis, the build-up of metal debris in the soft tissues of the body, which is characterized by painful inflammatory reactions in body tissue and a high blood-metal count.

Metal-on-Metal Hips: The Common Defect

Over 500,000 patients in the United States were implanted with artificial "metal-on-metal" hip implants, also known as all-metal hips, during hip replacement surgery. Device manufacturers claimed the metal hip implants — including ball-and-socket components

made from metals like cobalt and chromium — were more durable and provided a greater range of motion than earlier-generation artificial implants that used a combination of ceramics, plastic and metal. The marketing claims about greater durability have proved to be false in many cases.

Patients who have received all-metal implants should be aware of the symptoms which may indicate their device is not functioning properly. Common symptoms include regular and prolonged pain in the groin, hip, or leg; swelling at or near the hip joint; or a limp or change in walking ability.

Call us for a no-obligation evaluation of your potential metal-on-metal hip claim today at 1-800-397-4910.

Symptoms to look for:

- Regular and prolonged pain in the groin, hip, or leg
- Swelling at or near the hip joint
- A limp or a change in walking ability

Zimmer Knees Continue to Pose Problems for Consumers

Zimmer Models Affected:

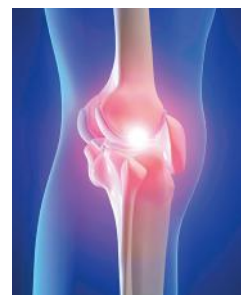
- Persona Tracebular Metal™ Tibial Plate
- NexGen Flex Femoral
 - CR-Flex
 - LPS-Flex
- Gender Solutions CR-Flex
- Gender Solutions LPS-Flex
- NexGen MIS 5950

The mass torts and medical device attorneys at Langdon & Emison are reviewing potential lawsuits for individuals who have experienced problems with Zimmer Knee replacement implants, some of which have been associated with an unacceptably high rate of failure, loosening, pain and other complications.

In March 2015, Zimmer recalled all sizes of the Persona Tracebular Metal™ Tibial Plate after learning about problems with premature loosening, which can cause severe pain and require revision surgery.

In addition, a number of Zimmer NexGen knee replacement components have been the subject of ongoing litigation due to defective designs. Patients throughout the United States may have been exposed to an increased risk of early failure or loosening of the tibial or femoral components, often resulting in the need for knee revision surgery.

It is estimated that more than 200,000 potentially defective Zimmer Knee replacement devices have been used throughout the U.S. To refer a case or for a free case evaluation, contact Langdon & Emison.



Takata Airbag Injuries *(Cont. from p.1)*

The chemical propellant is housed within the metal inflators, and the inflator and airbag cushion are located within the steering wheel housing. When a collision occurs, a signal is sent to the vehicle's electronic control unit, which causes the propellant to ignite and begin emitting gas from the inflator in order to cause the airbag to fill with gas and deploy.

In properly functioning airbag systems, the inflator remains intact following deployment. However, millions of Takata airbag systems, including the airbags in the Honda Civic, were defectively designed and manufactured in

The propellant used in these airbags is the same used to make explosives.

such a manner that the metal inflator itself can rupture upon impact and shoot metal shrapnel through the airbag's cushion and into the faces and necks of the vehicle's occupants.

Prior to the incident at issue here, Honda, TK Holdings and Takata Corp. received reports that the airbag defect had caused or contributed to the deaths of multiple people and had resulted in catastrophic permanent injuries to others, including a Honda vehicle occupant who, like our client, lost an eye and sustained severe lacerations. Consequently, the risk of harm was and is sufficiently great to justify the burden of providing a warning. In light of these circumstances, Honda, TK Holdings and Takata Corp. were under a duty to properly warn the public about the dangers posed by the exploding Takata airbag defect.

Continuing its leadership in auto product defect cases, Langdon & Emison represents clients nationwide in Takata airbag cases. Though this latest accident will permanently alter our young client's life, he is grateful for the result provides him with some financial security.



Auto manufacturers and Takata have long known about this defect.

1999: A former Takata propellant expert and chemical engineer told CNN that documents from 1999 show Takata knew there were "problems with this material and for years they were working on ideas for fixes."

2004: The first rupture incident was reported, after which TK Holdings and Takata Corp. secretly conducted tests on 50 airbags obtained from scrapyards according to former employees involved. During the tests, the steel inflators in two of the airbags cracked, proving the airbags were defective and dangerously susceptible to exploding and causing severe or fatal injuries to vehicle occupants.

May 2004: Honda received a report that an airbag inflator had ruptured upon deployment in Alabama, and shared this report with TK Holdings and Takata Corp. However, they chose NOT to share this information with NHTSA or the general public.

September 16, 2009: Honda finally advised NHTSA via letter about the 2004 Alabama incident -- 5 years after the incident occurred.

June 30, 2009: Honda, TK Holdings, and Takata Corp. decided to expand their recall to now cover approximately 440,000 vehicles.

Summer/Fall 2009: NHTSA began its first investigation into Honda's handling of the recalls and posed questions to TK Holdings as part of this inquiry.

June 2014: Honda issued a "general recall" bringing the total number recalled to approximately 3 million vehicles.

November 2014: NHTSA called for the recalls to be expanded to a national level. The *New York Times* published a report claiming Takata was aware of dangerous defects with its airbags years before the company filed paperwork with federal regulators.

February 20, 2015: NHTSA fined Takata \$14,000 per day for not cooperating fully with the agency's investigation into the airbag problems.

News and Notes

Langdon & Emison Attorneys' Publishing for Fall 2015



David Brose
"Hours of Service
Changes Tucked into
Spending Bill"
Missouri Trial Attorney



Brett Emison
"Uber's Insurance Gap"
Best Lawyers Business
"MTBI: A Silent
Epidemic"
Brain Injury Professional



Adam Graves
"When You Have to
Choose: Critical Steps
to Finding a Nursing
Home"
Living Safer magazine



Bob Langdon
"Where the Rubber
Meets the Road:
Highway Drop-Offs"
AAJ Trial magazine

Firm Donates to Local Nonprofits for the Holidays



As part of the end-of-the-year holiday giving spree, Langdon & Emison staff members took time out to donate to Feed Northland Kids and the Harvesters Community Food Network Backsnack Program. Both programs help provide food and resources to western Missouri families who need it most. The donation was made in the names of Bob Langdon and Kent Emison, in honor of their leadership throughout the year. Both organizations expressed great thanks for the continued support. Thanks to Bob and Kent for a great 2015!

L&E a Premier Sponsor of Bar Association Annual Meeting



Langdon & Emison was a premier sponsor of the Kansas City Metropolitan Bar Association's Annual Meeting in December.

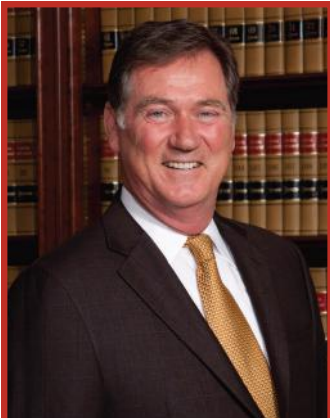
The event was held at the Sheraton Hotel Crown Center, and was attended by nearly 1,000 lawyers and guests. The purpose is to convene the entire local bar while hearing presentations from leaders in the local civic arena, and to allow a chance to review the bar association's year of activities and contributions to the community.

Langdon & Emison Celebrates a Successful 2015 and a Winning Softball Season



Langdon & Emison attorneys and staff celebrated a successful 2015 at the end of the year, gave money and time to local charities, and competed in a local softball league.

Bob Langdon Named “Personal Injury Lawyer of the Year” by *Best Lawyers in America*



“I’ve been fortunate to help people while doing what I love.”
- Bob Langdon

Langdon & Emison partner Bob Langdon was named “Lawyer of the Year” for Best Lawyers in America. The news was published in its 2016 edition and shared with the U.S. News & World Report “Guide to U.S. Law Firms.” Bob’s category was Personal Injury Litigation (Plaintiffs), and his geographic region was the Kansas City metro area. This marks the third year in the last five that a Langdon & Emison attorney was named personal injury Lawyer of the Year for that region.

In recent years Bob has focused on defective vehicles and products, trying cases across the country from Seattle, Washington to Baltimore, Maryland and Jacksonville, Florida. He is a Past-President of the Missouri Association of Trial Lawyers, a past member of the Board of Governors of the American Trial Lawyers Association, and currently he serves as an Executive Board member of the Attorneys Information Exchange Group (AIEG).

At the beginning of 2015, his role in *Crisp v. McDonald’s Corp.* was recognized when that verdict was picked as one of the “Top 100 Verdicts” in the nation by the *National Law Journal*. Bob resides in Parkville, Mo., with his wife and family, and looks forward to representing his clients and working with co-counsel for many years to come.



LANGDON
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