

SLACK & DAVIS

NEWS • NEWS • NEWS • NEWS

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IN MEMORIAM

Tom H. Davis, III

Slack & Davis lost a founding father August 1, when Tom H. Davis, III, died at age 79.

Slack & Davis was founded August 1, 1993, by Tom H. Davis, his son Mike Davis, and their colleague Michael L. Slack.

“For Tom Davis, his love of flying and love of the law came together to define his life’s work—a career in aviation law that spanned decades and took him to the very top of a highly demanding field,” said Slack, whom Davis mentored in the emerging field of aviation law.

Davis first learned to fly in the Navy at the end of World War II. After three years of military service, he returned home to Austin and the University of Texas, where he played football and later earned a bachelor of laws degree in January 1950. He was admitted to the Texas bar in December 1949.

Davis served as a briefing attorney for the Supreme Court of Texas from 1950 to 1951. But when the United States entered the Korean conflict, Davis was recalled to active duty as a Marine pilot. From 1952 to 1953, he flew 103 combat missions in a Grumman F9F Panther jet. In recognition of his heroics, he was awarded the Distinguished Flying Cross and 10 air medals.



A PILOT'S PERSPECTIVE

After the war, Davis returned to Austin. In 1953, he began practicing personal injury law with former U.S. Senator Ralph W. Yarborough. (Yarborough remained a lifelong friend until his death in 1996.) After Yarborough's election to the U.S. Senate, Davis co-founded the Austin firm of Byrd & Davis in 1959. He served as managing partner at that firm until leaving to start Slack & Davis.

In the early 1960s, Davis took his first air crash case and found his true calling. By the early 1970s, he was specializing exclusively in air crash litigation and related insurance coverage disputes.

Davis continued to fly for business and pleasure, and he found that piloting greatly benefited his skills as an aviation lawyer. His first-hand knowledge of aircraft and his pilot's perspective led him to critical insights about why accidents occurred—insights that proved key to establishing causation and liability in lawsuits.

The fact that he took to the skies himself also gave him a passion for improving aviation safety by pursuing those responsible for senseless deaths and unsafe aircraft.



Tom Davis flew a Grumman F9F Panther jet during the Korean War. His Marine Aircraft Group 33 was nicknamed the "Bridge Busters" and the "Blow and Go Group."

A NATIONALLY RESPECTED LEADER

During his legal career, Davis held several prestigious leadership positions.

- President, Association of Trial Lawyers of America (1977-1978)
- President, Texas Trial Lawyers Association (1962-1963)
- Chairman, Aviation and Space Law Committee, American Bar Association (1983-1984)
- Chairman, Aviation Law Section, Association of Trial Lawyers of America (1968-1970)
- Director, State Bar of Texas (1967-1970)
- Chairman, Aviation Section, State Bar of Texas (1993-1994)
- Member, Supreme Court of Texas Advisory Committee (1970-1982 and 1988-1993)
- Member, International Society of Air Safety Investigators
- "Distinguished Lawyer" award, Travis County Bar Association, 2003

HIGH PROFILE CASES

Over the course of his career, Davis handled aviation law cases involving commercial airliners, air charters, commuter aircraft and general aviation. He represented the families of passengers in major air disasters such as the United 581 crash at Colorado Springs, Colo.; the Delta 191 crash at Dallas/Fort Worth airport; the Braniff Electra crash at Dawson, Texas; and the Piedmont mid-air collision in Asheville, N.C.



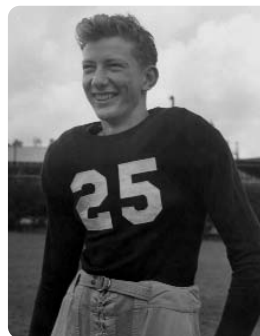
Democratic Party activist Tom Davis and his former law partner Ralph Yarborough (left) shared words of wisdom with U.S. Senator Ted Kennedy in 1989.

Some of his most notable cases include crashes that killed entertainers Jim Croce, Stevie Ray Vaughan and three members of Reba McEntire's band. In addition, he assisted Michael L. Slack on a case arising out of the death of musician Walter Hyatt in the crash of ValuJet 592.

"Today, Tom Davis remains the visionary pioneer who inspires the Slack & Davis aviation law team," said Slack. ❖



In 1977-78 Tom Davis was President of the Association of Trial Lawyers of America, the world's largest bar association for trial lawyers.



Although the young Tom Davis was told he was too small to play football, he led the Austin High School team to its one and only state championship in 1942, then went on to play for University of Texas and U.S. Navy teams.

NEWS IN THE

A digest of media coverage related to S&D and its cases

MIKE DAVIS recently appeared on KEYE-TV in a report by Julie Simon about the recent Vioxx

verdict (see page 8). Davis heads up our firm's Vioxx litigation team. In addition, Davis appeared on a KVUE-TV report by Rudi Koski on priest sexual abuse. In 2004, Davis represented an adult victim who was abused as a teen.



The *Austin Business Journal* recently featured **DONNA BOWEN** in an article about the Vioxx verdict. Written by new legal reporter Jonathan Selden, himself an attorney, the article stated, "Austin law firm Slack & Davis LLP is one of the area's major players in Vioxx litigation, reviewing hundreds of cases from all over the U.S."

LADD SANGER and **RUSTY ALLMAN** were quoted in a *Portland Oregonian* article

written by John Snell about the dangers of MU-2 aircraft. A spate of deadly crashes in 2004-2005 caused the FAA to require MU-2 pilots to undergo



more intensive training. Sanger

The Oregonian

currently represents the families of several MU-2 crash victims.

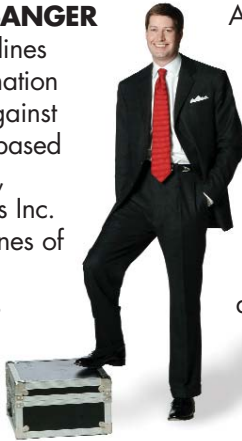
Allman has over 500 hours piloting MU-2s and says the aircraft... "is so unaerodynamic that when an engine fails or has any other problem at all, it's very difficult to keep in the air." Sanger also received coverage



MIKE SLACK and **LADD SANGER**

made headlines across the nation filing suit against Fort Worth-based AMR Corp.,

subsidiary American Airlines Inc. and affiliate Corporate Airlines of Smyrna, Tenn., a commuter airline that does business as American Connection., on behalf of a survivor of American Connection Flight 5966, which crashed in Kirksville, Mo., in October 2004. Corporate Airlines is known today as RegionsAir Inc.



in the *Rocky Mountain News* about an MU-2 crash in the Denver area. ❖



How many times do you get to tell a lawyer what you really think? Here's your opportunity.

We would greatly appreciate your input for our brief online survey. Your responses will yield valuable information to help us provide even better legal services for the future.

To take our survey, please go to:
www.surveymonkey.com/s.asp?u=94228521753

U.S. PROPOSES NEW *vehicle-roof crush* STANDARDS

But will they be enough to protect passengers in rollover crashes?

Rollovers account for more than one-third of U.S. traffic fatalities. In 2004, 10,553 people died in rollover crashes, up from 10,442 in 2003. About 60 percent of the people killed were not wearing seat belts, but what killed them was a combination of dynamic factors including the propensity of roofs to crush in rollover crashes.

"In rollovers, the windshield frequently shatters. Once the glass is gone, a key support system for the roof also is gone. In addition, doors may come open during a rollover, giving the roof even less support," said Mike Davis, who is our firm's auto product liability expert.

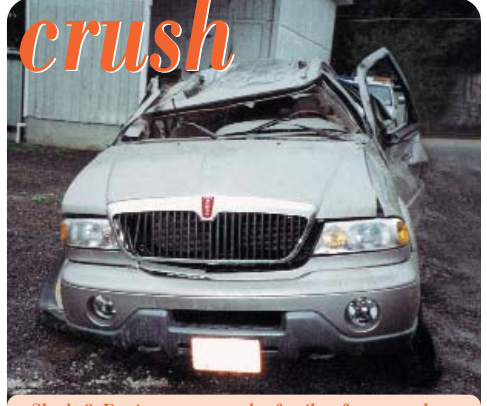
For years, auto manufacturers have resisted the demands of safety advocates to make roofs stronger so they will not crush inward on occupants during a rollover crash. In spite of proven statistics on the dangers of roof crush, the auto industry still questions whether strengthening roofs would provide additional protection, pointing to the high number of people killed in rollovers who were not wearing seat belts.

"Everyone should wear their seat belts, but whether an occupant is wearing one or not, a stronger roof can help protect all occupants in the event of a rollover accident," Davis said.

NEW REGULATIONS

In August, federal officials upgraded a longstanding auto regulation and proposed new rules that would require automakers to build stronger roofs on vehicles in an effort to protect passengers in rollover crashes.

The proposal would apply for the first time to large sport utility vehicles (SUVs) and pickup trucks weighing up to 10,000 pounds, covering popular



Slack & Davis represents the family of a man who died in the rollover of this Lincoln Navigator.

vehicles such as the Ford Expedition, the Chevrolet Suburban and the Dodge Ram. The current standard exempts vehicles over 6,000 pounds.

"This proposal was a long time coming, but still comes up short in terms of the amount of direct pressure that roofs must bear. Safety advocates have pushed for much stronger standards than those in the government's proposal," Davis said.

The federal proposal, which upgrades a federal regulation that has been largely unchanged since 1971, would require roofs to withstand direct pressure of 2.5 times the vehicle's weight, increasing the current rule of 1.5 times the weight.

"For years, European automakers have done a much better job of making stronger auto roofs. I'm afraid that U.S. manufacturers' emphasis on making money instead of saving lives could influence the European manufacturers that have been acquired by U.S. companies. An example would be Volvo, which was recently bought by Ford," said Davis.

The new rule is expected to cost the industry from \$88 million to \$95 million annually, which is why U.S. automakers have resisted the changes so far.

"When a roof crushes on impact, it makes seat belts less likely to work and the occupant is more likely to be ejected from the vehicle. Once again, U.S. auto manufacturers have convinced NHTSA to water-down safety regulations, with the safety of American citizens at stake," said Davis. ♦

Deadly

OLD TIRES

by Mike Davis

Research conducted since the era of defective Firestone tires on Ford Explorers points to a hidden danger that could affect unsuspecting consumers: the natural aging of rubber.

According to consumer advocate Sean Kane, president of the Massachusetts auto safety research firm, Safety Research and Strategies, Inc. (SRS), crashes specifically proven to have been caused by older tires have resulted in 52 deaths and 50 serious injuries since 1999.

THE AGE OF A TIRE

Tire manufacturers have known for a long time that tires more than 6 years old pose a safety hazard to consumers. Like other rubber products, tires deteriorate with age. The internal structure degrades and causes treads to start separating.

Because degradation occurs, regardless of use and tread wear, never-used spares and tires stored on shelves will break down just like tires rolling down the road. A “like new” spare may be a very dangerous piece of equipment to install.

CONSUMER AWARENESS

Because more than 30 million used tires are sold in the U.S. each year, the problem goes far beyond the new tires on display at your local tire dealer.

Kane has petitioned the National Highway Traffic Safety Administration (NHTSA) to replace the fed’s current arcane identification system with an easy-to-read expiration date label. While the NHTSA continues to weigh Kane’s petition, it has left the issue of consumer

advisory to the automobile and tire manufacturers.

EUROPE LEADS THE WAY

Prompted by European research results, Toyota and several German vehicle manufacturers—including Audi, Volkswagen, BMW and Mercedes—started adding aging tire warnings in their owners’ manuals in the early 1990s. In April 2005, Ford became the first U.S. automaker to follow suit.

The tire industry, in the meantime, claims there is no data to support a specific age limit for tires. According to the Rubber Manufacturer’s Association (RMA), a tire’s performance and safety is determined more by such factors as climate and proper maintenance. But in fact, the RMA drafted a 10-year maximum service life tire recommendation in 2003 that was never disclosed to the public.

In 2006, NHTSA plans to unveil a tire-aging simulation test as requested by Congress. Until consumers can benefit from that data, Slack & Davis urges consumers to ascertain the exact age of any tire before buying it. Buying a “new” tire, only to have it fail because it is actually 6 years old, may be cause for claims against the seller and manufacturer. ♦

Mike Davis heads up the Slack & Davis auto product liability team.



HOW OLD IS YOUR TIRE?

A Department of Transportation (DOT)-mandated 10- or 11-digit U.S. identification number that includes a manufacturing date is molded inside the sidewall of every tire. But most consumers don’t know the DOT code exists—much less how to decipher it.

At the end of the DOT number, three or four numbers indicate the year the tire was manufactured. If those numbers are, for example, 0, 3 and 9, it would mean the tire was made in the third week of either 1989 or 1999.

For tires made in 2000 and beyond, look at the last four numbers. If they are, say, 0, 3, 0, 3 it would mean the tire was made in the third week of 2003.

PRACTICE BY MICHAEL SLACK
PRACTICE
PRACTICE *Makes Perfect*

CONTINGENT-FEE *Business Litigation*

Test the waters before diving in

Contingent-fee representation for business litigation is making news. While we encourage innovative, open-minded corporate counsel and business owners to consider the contingent-fee option, it's also important for them to consider all options before entering uncharted waters.

First, there is no need to compromise quality simply because the fee structure is contingency rather than hourly. After interviewing prospective counsel, clients should ask themselves, "Would I hire this attorney or firm if had to pay by the hour?"

If the answer is "no," consider that a warning sign. Clients will need the very best trial counsel for the more complex and arduous venture of contingent-fee litigation.

Even if clients do not pay hourly fees up-front, they will invest substantial time and energy in the case. If a contingent-fee firm lacks expertise at trial and the sophistication to obtain a winning resolution, clients will find the representation frustrating and probably unsuccessful.

Instead of simply taking a flyer, the goal should be to find qualified counsel who sees potential value in the case and is willing and capable of litigating it aggressively to maximize its value.

EXPLORE THE DEPTHS

Right from the start, clients should be prepared for a frank and rigorous assessment of their case by contingent-fee counsel. This assessment should cover the strengths and weaknesses of the case, its potential value, the litigation strategy, and settlement attitudes and expectations.

This can be a stressful process. Like any litigation, business litigation can be emotional. Plaintiffs often have a

one-sided view and might bear a grudge.

Hourly-fee lawyers are paid regardless of the outcome, so they may be willing to learn the "ins and outs" of a case as time passes. Contingent-fee firms like ours must assess the case before committing our firm's time and resources. After all, we may have zero return if we are unsuccessful.

This intensive assessment can work to a client's advantage. A contingent-fee lawyer would likely provide a more realistic assessment of the merits of a case than an hourly-fee attorney. Likewise, when a contingency firm rejects a proposed case, the client may want to consider whether to bring the action at all. On the other hand, when an experienced contingent-fee firm like ours agrees to take a case, clients have a meaningful vote of confidence in the merits of the claim.

WORKING TOGETHER

In contingent-fee cases, the dynamics of the attorney-client relationship are quite different from hourly-fee cases. Lawyers and clients are essentially in a joint venture, each with a financial interest in every decision.

Things usually go smoothly when lawyers and clients agree, but relationships can sink when there is disagreement. For example, conflict often arises when deciding whether to settle or for how much. This can be particularly acute in business litigation, where the legal and factual issues tend to be complex.

The contingent-fee option certainly is not appropriate in every case. But the quality of representation in certain types of cases may improve significantly when counsel and clients are not mired in a sinkhole of hourly-fee arrangements. ♦



SURVIVE *Alive*

Never plan on an accident, but always be prepared to survive one

by John C. "Rusty" Allman

Although today's airliners are designed to be the safest ever, two incidents in August remind us that we can quickly find ourselves in the same situation as passengers on the Air France landing incident in Canada or the survivors of the TANS Airline crash in Peru.

During my 40-plus years of flying, I have been amazed at some of the "costumes" travelers wear. Many of us remember when you put on your "Sunday best" to go to the airport. As archaic as that sounds, a wool suit, long-sleeve shirt and lace-up shoes are a lot safer for exiting a crashed airplane than the flip-flops, tank tops and shorts we see today.

Flip-flops may be the latest fashion but they afford no protection to feet that may have to carry you over broken glass, torn metal, burning upholstery and jet fuel, only to land onto a hostile surface outside the aircraft.

In the recent Boeing 737 crash in Peru, survivors who made it out of the burning aircraft had to hack their way through a swamp to safety. Imagine that ordeal in flip flops!

Tank tops and short-shorts may be cool, but they give you no protection from searing, jagged surfaces inside or outside a crashed airplane. Additionally, synthetic materials may burn and melt into the skin. The best bets in fabrics are light layers of cotton or wool.

In the 1999 American Airlines 1420 crash in Little Rock, as well as the recent Air France flight accident in Canada, survivors had to escape aircraft littered

with debris and burning fuel. Their exits were onto rain-drenched earth in the middle of a storm—not a place for flimsy, fashionable clothing.

As our mentor Tom Davis used to say, "Most plane crashes are caused by the pilot's failure to maintain sufficient distance from the ground." That old joke rings true. It's up to you to plan and dress for survival. You may not be the most fashionable person to board the plane but you may be the one who survives the crash. ❖

Aviation attorney John C. "Rusty" Allman is a former airline captain for a major U.S. airline.

TOP 11 TIPS FOR AIRLINE SAFETY

- ✈ Dress suitably for survival; no tank tops or flip flops. Wear lace-up shoes, long-sleeves, natural fibers and long pants.
- ✈ When you enter the aircraft take note of all the exit doors and window exits.
- ✈ Count the number of seat rows between your seat and the nearest exit in both directions, forward and aft.
- ✈ Plan how you would get out of the aircraft in an emergency.
- ✈ Read the emergency seat card in the seat pocket. You may learn something that could save your life.
- ✈ Pay attention to the flight attendant briefing, and visually identify the flight attendants. They may be giving you directions later.
- ✈ Think a minute on how you would place the oxygen mask on yourself then any child or companion with you.
- ✈ In case of an emergency, use a pillow and blanket to cover and help brace you.
- ✈ Never, never try to retrieve carry-on luggage in the case of an emergency.
- ✈ If you have to use the evacuation chute, jump out feet first just like a playground slide and be ready to get away from the aircraft as fast as you can.
- ✈ Takeoffs and landings are the most critical areas of flight. Be on special alert during those times.

Vioxx VERDICT

In August, Merck was held liable by a Texas jury in the first lawsuit involving its blockbuster drug Vioxx. In a case that will have a profound effect on thousands of other cases filed against the drug manufacturer, Texas plaintiff Carol Ernst won her lawsuit, which blamed Vioxx for the death of her husband, Robert Ernst.

Mrs. Ernst was represented by Houston attorney Mark Lanier.

A 59-year-old marathon runner and Wal-Mart worker who was taking the arthritis painkiller at the time of his death, Ernst died of a heart attack in 2001.

The jury awarded more than \$250 million in total damages, including \$24 million for mental anguish and loss of companionship and \$229 million in punitive damages.

"By the size of this award, the jury is saying that they disapprove of Merck's conduct in the aggressive marketing and sale of Vioxx after Merck had internal knowledge of the risks associated with taking this drug," said Mike Davis who serves on the Texas state court plaintiffs steering committee for Vioxx litigation.

New Jersey-based Merck says it will appeal the ruling, which is likely to be reduced under Texas' limits on punitive-damage awards.

VIOXX NATION

Slack & Davis is one of the Southwest's major players in Vioxx litigation, reviewing hundreds of cases from all over the nation.

Donna Bowen, partner, said, "There is evidence indicating that Merck suspected an increased cardiovascular risk early on



and knew of an increased cardiovascular risk from mid-2000 through September 2004 when Vioxx was removed from the market."



"Financial need overwhelmed good scientific judgment. Merck needed a big-selling drug because the patents of many bestsellers were expiring in the early 2000s. By 2002, Vioxx sales were approximately 10 percent of Merck's \$2.5 billion in total sales," said Davis.

"Merck created a huge market for Vioxx even though some scientists questioned whether it was any more effective than standard over-the-counter pain relievers," said Bowen.

According to evidence presented at trial, Merck conducted no studies to explore the cardiovascular effects of Vioxx before or after putting it on the market. The dangers only came to light as unexpected consequences of studies looking for other possible uses for the drug.

"Instead of warning doctors of the risks, Merck's sales force was told to play dodge ball and avoid answering questions about potential cardiovascular risks," said Davis.



Slack & Davis continues to review Vioxx claims nationwide. ♦

VIOXX TIMELINE >>

- **NOVEMBER 1998:** Merck submits an application to the Food and Drug Administration (FDA) seeking approval for the Cox-2 inhibitor drug Vioxx as a treatment for osteoarthritis, on the basis of clinical trials involving 5,400 patients. Merck represents that rates of cardiovascular risk were “similar” among patients taking Vioxx, placebo or other pain relievers.
- **JANUARY 1999:** Merck begins the Vigor trial designed to test gastrointestinal impact of Vioxx. A month later, Merck begins the first of two tests to determine if Vioxx has a beneficial effect on Alzheimer’s disease patients.
- **MAY 1999:** The FDA approves Vioxx.
- **FEBRUARY 2000:** Merck starts the Approve trial designed to ascertain if Vioxx reduces certain colon polyps.
- **MARCH 2000:** Merck receives preliminary results of Vigor trial, suggesting higher risk of cardiovascular problems among patients taking Vioxx vs. patients taking the pain reliever naproxen. Merck later speculates that the difference is caused by the heart-protective effect of naproxen rather than the heart-risk effect of Vioxx.
- **MARCH 2000:** Merck announces preliminary results of the Vigor trial and submits data to the FDA. Later in the year, Vigor trial results are published in the *New England Journal of Medicine*.
- **FEBRUARY 2001:** FDA advisory committee holds a hearing on Vioxx trials.
- **APRIL 2002:** After lengthy discussions with the FDA, Merck revises the Vioxx label to include precautions about cardiovascular risk cited in the Vigor trial.
- **AUG. 25, 2004:** Preliminary data from an FDA-financed study show patients who took Vioxx had a higher cardiovascular risk than patients who took Pfizer’s Celebrex. Merck disputes the study’s methodology.
- **SEPT. 23, 2004:** The independent safety monitoring board for the Approve trial recommends that Merck end the trial because of results showing that long-term use of Vioxx increases risk of heart attacks and strokes compared with patients who took a placebo.
- **SEPT. 30, 2004:** Merck says it is withdrawing Vioxx from the U.S. and worldwide markets.
- **NOV. 8, 2004:** Merck reveals that its handling of Vioxx is being investigated by the Justice Department and by the Securities and Exchange Commission.
- **NOV. 18, 2004:** The Senate Finance Committee holds a hearing on Merck and the FDA. Dr. David J. Graham, a veteran FDA researcher, accuses the agency of “a profound regulatory failure” in evaluating Vioxx that could easily be repeated with other drugs. Graham is the lead author of the FDA study that criticized Vioxx.
- **DEC. 23, 2004:** The FDA issues a public health advisory urging doctors to weigh carefully the risks in prescribing medications for arthritis and pain, suggesting that they limit the use of medications known as Cox-2 inhibitors, which includes Vioxx and Pfizer’s Celebrex and Bextra.
- **FEB. 18, 2005:** An FDA advisory panel votes 17-15 that Vioxx could be returned to the U.S. market under certain circumstances and restrictions. The panel also recommends, via a 17-13 vote with two abstentions, that Bextra remain on the market. The panel supports Celebrex by a 31-1 vote. An advisory panel to Canada’s health department recommended 12-1 that Vioxx be reinstated.
- **AUG. 19, 2005:** A Texas state court jury decides against Merck in the first Vioxx product liability trial, assessing \$253.4 million in economic and punitive damages. Merck says it will appeal.

Source: *The Street.com*

GUIDANT *Recall*

On June 17, Guidant Corporation voluntarily recalled nearly 50,000 of its cardiac defibrillators because of potential malfunctions. A defibrillator emits an electrical jolt that shocks a chaotically beating heart back into rhythm. The recalled Guidant defibrillators could potentially short-circuit just when they were needed to produce a life-saving shock.

On June 24, Guidant, already under scrutiny for delaying disclosures about flawed products, urged doctors to stop implanting its most sophisticated heart devices because of a fault that might cause some of the 40,000 units already implanted not to work properly.

About 42,000 people worldwide have Guidant defibrillators implanted. Some of



these people might need legal representation. If you or a loved one has had a malfunction or device removal related to a Guidant defibrillator, please contact our office today. Our legal nurse consultant **KRISTY MORSTAD, R.N.**, will answer any questions you might have. *To inquire by email: guidantinfo@slackdavis.com*



From the Mailroom **TO THE MOUND**

Is the Slack & Davis mailroom a stepping stone to a baseball career? **ZACH PARKER**, son of Mona Fults of the Texas Trial Lawyers Association, worked in our firm's mailroom during 2001. He signed a contract with the Colorado Rockies baseball team that same year.

By 2002, the hard-throwing, 6'2" left-hander was a rising star in the Rockies organization after going 16-7 with a Class A team in Asheville, N.C. Parker began the next season at

Visalia, Calif., and made the Class A California League All-Star team. But his 2003 season ended in July after 16 starts when he underwent arthroscopic surgery to remove bone chips from his left elbow. He recovered from that setback during 2004 and has come on strong in 2005.

Parker finished the season with 12 victories and helped lead the Tulsa Drillers (AA farm team for the Rockies) to the Texas playoffs.



TY DAVIS, son of Slack & Davis founder Mike Davis, just started his third year playing baseball for Vanderbilt University. For two months this past summer, the 6'5" right-hander had the opportunity to pitch for the Peninsula Oilers, a team in the Alaska Baseball League. This six-team league consists of elite college players from across the country.

Ty led the league in wins and number of innings pitched. He ranked second in strikeouts—a record that earned him a

place on the league's all-star team and recognition by *Baseball America* as the "Number 5 professional prospect" from the Alaska league.



A former all-state

pitcher at Austin's Westlake High School, Ty expects to be one of the weekend starters at Vanderbilt this year. ♦



AVIATION DoneDeals



LADD SANGER and **MIKE SLACK** teamed up to settle a case on behalf of the family of an oil industry employee who died in the crash of a transport helicopter in the Gulf of Mexico.

In another case, Slack and Sanger successfully represented the families of David Brown who died in the crash of a Piper Cheyenne I near Graham, Texas. The aircraft crashed on approach to the Graham airport in November 2001.

Sanger also recently settled a case on behalf of several clients who were injured during severe flight turbulence from Frankfurt, Germany, to Houston.

DoneDeals

Notable Recent Recoveries



AA587 crash, death

Attorney: Ladd Sanger

Airplane crash, death

Attorney: Ladd Sanger

Airplane crash, death

Attorney: Rusty Allman

Airplane crash, death

Attorney: Mike Slack

Airplane crash, death

Attorney: Rusty Allman

Airplane crash, death

Attorney: Ladd Sanger

Airplane crash, injuries

Attorney: Rusty Allman

Air ambulance crash, injury

Attorney: Rusty Allman

Airline turbulence, injuries

Attorney: Ladd Sanger

Airline negligence, injuries

Attorney: Ladd Sanger



Helicopter crash, injuries

Attorney: Ladd Sanger



Pharmaceutical, death

Attorneys: Mike Davis, Donna Bowen

Pharmaceutical, injuries

Attorneys: Mike Davis, Donna Bowen

Pharmaceutical, injuries

Attorneys: Mike Davis, Donna Bowen

Pharmaceutical, injuries

Attorneys: Mike Davis, Donna Bowen

Pharmaceutical, injuries

Attorneys: Mike Davis, Donna Bowen



Medical device, injuries

Attorney: Donna Bowen

Medical device, injuries

Attorney: Donna Bowen

Medical device, injuries

Attorney: Donna Bowen

Medical device, injuries

Attorney: Donna Bowen

Medical device, injuries

Attorney: Donna Bowen

Medical negligence

Attorney: Donna Bowen



Negligence, injuries

Attorney: Donna Bowen



Vehicular, injuries

Attorney: Mike Davis

Vehicular, injuries

Attorney: Mike Davis

Vehicular, injuries

Attorney: Mike Davis

Every case shown is an actual case. Contact our office for information; however, in many cases, details are confidential, as required by settlement agreements. Results in any case depend on the facts of each case.

Civil Litigation

- ◆ AVIATION LAW
- ◆ PERSONAL INJURY LAW
- ◆ PHARMACEUTICALS
- ◆ PRODUCTS/DANGEROUS OR DEFECTIVE
- ◆ AUTO/TRUCKING COLLISIONS
- ◆ ENVIRONMENTAL/TOXIC TORTS
- ◆ NEGLIGENCE
- ◆ COMMERCIAL LITIGATION
- ◆ BUSINESS LITIGATION

and other claims of a complex nature

The contents of this newsletter do not constitute legal advice. Results obtained depend on the facts of each case.

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