

UNITED STATES
SECURITIES AND EXCHANGE COMMISSION
Washington, D.C. 20549

FORM 8-K

CURRENT REPORT
Pursuant to Section 13 OR 15(d) of The Securities Exchange Act of 1934

Date of Report (Date of earliest event reported) August 16, 2005



FLIGHT SAFETY TECHNOLOGIES, INC.
(Exact name of registrant as specified in its charter)

<u>Nevada</u>	<u>000-33305</u>	<u>95-4863690</u>
(State or other jurisdiction of incorporation)	(Commission File Number)	(IRS Employer Identification No.)

28 Cottrell Street, Mystic, Connecticut 06355
(Address of principal executive offices and Zip Code)

(860) 245-0191
(Registrant's telephone number, including area code)

Check the appropriate box below if the Form 8-K filing is intended to simultaneously satisfy the filing obligation of the registrant under any of the following provisions (see General Instruction A.2. below):

- Written communications pursuant to Rule 425 under the Securities Act (17 CFR 230.425)
- Soliciting material pursuant to Rule 14a-12 under the Exchange Act (17 CFR 240.14a-12)
- Pre-commencement communications pursuant to Rule 14d-2(b) under the Exchange Act (17 CFR 240.14d-2(b))
- Pre-commencement communications pursuant to Rule 13e-4(c) under the Exchange Act (17 CFR 240.13e-4(c))

Item 7.01. REGULATION FD DISCLOSURE

Cautionary Statement Pursuant to Safe Harbor Provisions of the Private Securities Litigation Reform Act of 1995:

"Safe Harbor" statement under the Private Securities Litigation Reform Act of 1995: This report contains forward looking statements identified by the use of words such as should, believes, plans, goals, expects, may, will, objectives, missions, or the negative thereof, other variations thereon or comparable terminology. Such statements are based on currently available information which management has assessed but which is dynamic and subject to rapid change due to risks and uncertainties that affect our business, including, but not limited to, the outcome of an informal inquiry by the SEC that appears to be in connection with certain analysts reports about us and our press releases, whether the government will implement WVAS at all or with the inclusion of a SOCRATES™ wake vortex sensor, the impact of competitive products and pricing, limited visibility into future product demand, slower economic growth generally, difficulties inherent in the development of complex technology, new products sufficiency, availability of capital to fund operations, research and development, fluctuations in operating results, and other risks detailed from time to time in our filings with the Securities and Exchange Commission. Any statements that express or involve discussions with respect to predictions, expectations, beliefs, plans, projections, objectives, goals, assumptions or future events or performance are not statements of historical fact and may be forward looking statements. Forward looking statements involve a number of risks and uncertainties which could cause actual results or events to differ materially from those presently anticipated.

Note: Information in this report furnished pursuant to Item 7.01 shall not be deemed to be "filed" for purposes of Section 18 of the Securities Exchange Act of 1934, as amended, or otherwise subject to the liabilities of that section. The information in this current report shall not be

incorporated by reference into any registration statement pursuant to the Securities Act of 1933, as amended. The furnishing of the information in this current report is not intended to, and does not, constitute a representation that such furnishing is required by Regulation FD or that the information this current report contains is material investor information that is not otherwise publicly available.

On August 16, 2005, the Registrant issued a press release announcing that it completed its planned first test of the UNICORN™ collision alerting radar at the Georgia Tech Research Institute (GTRI) in Marietta, Georgia.

SIGNATURE

Pursuant to the requirements of the Securities Exchange Act of 1934, the registrant has duly caused this report to be signed on its behalf by the undersigned hereunto duly authorized.


FLIGHT SAFETY TECHNOLOGIES, INC. Date: August 16, 2005 	
Samuel A. Kovnat Chief Executive Officer	

EXHIBIT INDEX

Exhibit No.	Description
99	Press Release Dated August 16, 2005



FOR IMMEDIATE RELEASE

Flight Safety Technologies, Inc. Completes First Test of UNICORN™ Radar Component

MYSTIC, CT (August 16, 2005) - Flight Safety Technologies, Inc. (AMEX:FLT) completed its planned first test of the UNICORN™ collision alerting radar at the Georgia Tech Research Institute (GTRI) in Marietta, Georgia. In this developmental test, a partial antenna array was mounted on top of a tower at GTRI to measure the detection performance of the radar against a test aircraft flying pre-determined patterns overhead. Detections were achieved, as predicted, of the twin-engine Aerostar test aircraft. Additionally, detections were confirmed of other aircraft landing at the nearby Dobbins Air Reserve Base.

In this test, experimental software was used both to control the pulse generation of the radar modules and to perform data acquisition. This software design determines the radar tracks through post processing and analysis of the receiver data. While this analysis is underway, some detections were strong enough to see without any integration of the received data.

About twenty-five test patterns were flown during three separate flights on two days of flight testing. This first tower test of the UNICORN™ sensor was completely successful in producing the data sought by the company. The measured performance of the system as tested will be determined by analyzing the data during the next few weeks. We wish to acknowledge our contractors GTRI, Microwave Solutions Limited and Linwave, for their valuable contributions to the UNICORN™ program.

The UNICORN™ collision avoidance system is being developed primarily as a candidate capability for unmanned aerial vehicles (UAVs) planned for government use in the U.S. national airspace.

About Flight Safety Technologies, Inc.

The company is currently participating in three advanced technology development efforts aimed at enhancing aviation safety, security, and efficiency. In addition to the UNICORN™ airborne collision avoidance radar initiative, the company is working on its SOCRATES™ airport based technology for wake vortex detection, and TIICM™ technology for protection of airliners against certain terrorist missiles. SOCRATES™ will be deployed at Denver International Airport for a 16 beam test during September, 2005.

TIICM™ is being analyzed in a simulation model at Georgia Tech Research Institute (GTRI). The company is cautiously optimistic based on preliminary results involving 30,000 simulated missile attacks on a 737 type aircraft.

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