

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) July 26, 2006



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))

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**Item 8.01. OTHER EVENTS**

**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 8.01 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.

The following article appeared July 17, 2006 on Dow Jones Newswire.

**Item 9.01. FINANCIAL STATEMENTS AND EXHIBITS**

(d) Exhibits.

<u>Exhibit No.</u>	<u>Description</u>
99.1	July 17, 2006 Article Published on the Dow Jones News Service

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**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: July 26, 2006  /s/ Samuel A. Kovnat	
Samuel A. Kovnat Chief Executive Officer	



*Dow Jones News Service*  
1:28 PM EDT 17-Jul-06

**DJ Lawmakers Ask FAA To Spend More On Plane Wake Research**

**By Rebecca Christie**  
**Of DOW JONES NEWSWIRES**

FARNBOROUGH, England (Dow Jones)--U.S. House Transportation Committee leaders have asked the Federal Aviation Administration to increase funding for research on wake vortex management, a key issue for big jumbo jets like the new Airbus A380.

Big jets and very light jets will strain the already crowded U.S. air traffic control system, wrote U.S. Rep. Don Young, R-Alaska, and Rep. James Oberstar, D-Minnesota, in a July 12 letter to FAA Administrator Marion Blakey obtained Monday by Dow Jones Newswires. Mid-size passenger jets also face wake issues at particularly crowded airports like Dallas and San Francisco.

"The National Airspace System faces serious capacity constraints over the next decade," the lawmakers wrote. "The most effective way to increase capacity of the NAS in the short term is to make more efficient use of our existing airspace."

That means considering wake vortex advisory systems, the lawmakers said, saying the FAA should conduct field testing at five airports in 2007. They said only \$5.3 million has been spent on related activities since 2004.

"Although the Next Generation Air Traffic System road map assumes that a wake vortex solution will be in place by 2015, it does not identify the resources needed to reach this objective," the lawmakers said.

Several rival systems are hoping to persuade the FAA to fund demonstration projects that might eventually be implemented on a wide scale. One such company, Flight Safety Technologies Inc. (FLT), is planning a press conference at this week's Farnborough International Airshow to draw attention to the issue.

By Rebecca Christie, Dow Jones Newswires; 202-862-9243; Rebecca.Christie@dowjones.com  
(END) Dow Jones Newswires  
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