

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 28, 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))

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 story appeared in the New London Day Newspaper on July 28, 2006.

Item 9.01. FINANCIAL STATEMENTS AND EXHIBITS

(d) Exhibits.

<u>Exhibit No.</u>	<u>Description</u>
99.1	July 28, 2006 Article Published in the New London Day Newspaper

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 28, 2006 /s/ Samuel A. Kovnat	
Samuel A. Kovnat Chief Executive Officer	

Mystic's Flight Safety Has A Jolly Good Show In England
International Air Show Exposes Technologies To Global Market

By Anthony Cronin, Day Editor
Published on 7/28/2006

Mystic - The chairman of a Mystic-based aviation company says his firm received strong industry and congressional interest in its emerging technologies during this past week's Farnborough International Air Show in England.

Samuel A. Kovnat, chief executive officer and chairman of Flight Safety Technologies, said Thursday that his firm was one of a handful of state-based companies featured at the air show, which attracted more than 250,000 of the industry's top executives, along with defense officials, legislators and procurement specialists from across the globe.

It was the first year that Flight Safety Technologies appeared at the show. Kovnat said the company's booth attracted the interest of numerous U.S. senators attending the show as well as the top administrator of the Federal Aviation Administration.

Flight Safety Technologies, founded in 1997, has three emerging technologies - a turbulence-avoidance system, a collision-avoidance system and a countermeasure to shoulder-fired missiles - that it hopes to market.

Its "Socrates" system is designed to detect the deadly turbulence, or wake, that spins off an airliner's wings as it takes off or lands. The system would let air traffic controllers know when the wake has dissipated, allowing for subsequent planes to safely land and take off.

The deadly turbulence, known as wake vortexes in the industry, could cause a plane following another aircraft too closely to flip over. Besides the inherent safety issues, the problem also results in costly expenses for airports and airlines. Air traffic controllers typically stagger commercial airliners from three to six miles apart as they land to prevent them from encountering turbulence. Industry experts have said airports could boost their capacity by 20 percent if a turbulence-avoidance system were in place.

The Mystic firm is part of a U.S. government-industry partnership developing wake-avoidance technology aimed at easing airport congestion worldwide.

Kovnat said that during the international air show he met with Marion Blakey, the FAA chief administrator, along with five of her staff members who were interested in all three of the Flight Safety's technologies.

In addition, Kovnat said five U.S. senators - Ted Stevens of Alaska, Thad Cochran of Mississippi, James Inhofe of Oklahoma, Richard Shelby of Alabama and Pat Roberts of Kansas - spoke with him in detail about Flight Safety's systems. Those five senators hold key positions on a host of Senate committees, including Appropriations, Commerce, Science and Transportation.

Kovnat said he also met with Robert Tuttle, the U.S. ambassador to the United Kingdom, as well as military officials and procurement specialists from numerous countries, who asked about the turbulence-avoidance systems and other Flight Safety technologies.

Kovnat said a NASA estimate projects annual savings of up to \$680 million if the system were installed at 19 major U.S. airports, which he said is more than the \$400 million annual operating outlay for such systems. So far, the Socrates system has received \$30 million in congressional funding and is now ready for operational, or "beta," testing in federal fiscal year 2007, which begins Oct. 1.

Earlier this month, the U.S. House Transportation Committee asked FAA officials to increase funding for research on wake-vortex issues, especially in light of the manufacture of new, larger airliners by Airbus and rival Boeing. Flight Safety Technologies serves as the industry's prime contractor under contract to the Volpe National Transportation Systems Center, which is part of the federal transportation department. Funding for the technology comes from NASA.

The Mystic firm's "Unicorn" collision-avoidance technology originally was devised for general aviation aircraft. The firm has since expanded its uses to include unmanned aerial vehicles for military, government and commercial applications.



Flight Safety Technologies Chairman and CEO Samuel A. Kovnat, left, speaks to Marion Blakey,

*the Federal Aviation Administration's top official,
during the Farnborough International Air Show
in England.*