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) November 7, 2006

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

Nevada	000-33305	95-4863690
(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 pending class action litigation alleging violations of federal securities laws, the outcome of Massachusetts federal district court litigation initiated by Analogic Corporation concerning our TIICM™ technology, 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.

On November 7, 2006, the Registrant issued a press release that summarizes an interview it gave to Wall Street.Net in which it updated the testing schedule for its AWSM technology and announced that the Company has received "expressions of interest" from certain U.S. Airports to explore "beta site" installations of the Company's AWSM technology, and also is discussing the possibility of a beta site installation with Emirates Airlines in Dubai, United Arab Emirates. A transcript of the interview and copy of the press release are attached hereto.

Item 9.01. FINANCIAL STATEMENTS AND EXHIBITS

(d) Exhibits.

Exhibit No.	Description
99.1	Transcript of Interview
99.2	Press Release dated November 7, 2006

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: November 7, 2006 /s/ Samuel A. Kovnat	
Samuel A. Kovnat Chief Executive Officer	

Exhibit 99.1

Wall Street.Net Interview

"Safe Harbor" statement under the Private Securities Litigation Reform Act of 1995: This transcript 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 pending class action litigation alleging violations of federal securities laws, pending litigation challenging our rights to TIICM™, 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 Flight Safety Technologies, Inc.'s 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.

The purpose of today's interview is to provide an update on the status and near term planning for our Aircraft Wake Safety Management (AWSM) system emulation and engineering development. Flight Safety Technologies, Inc is currently under contract with the U.S. Department of Transportation for this effort. We are also continuing to pursue funding for the development of our other technologies; notably a small, low cost collision avoidance radar for general aviation and unmanned or drone aircraft, as well as advanced technology for protecting aircraft against shoulder fired terrorist missile threats.

Our current schedule calls for initial AWSM emulation demos commencing in December, 2006. These initial demos are planned as what we call "canned emulations", that is, based on aircraft arrival data previously recorded by Socrates and Lidar sensors, during our September 2005 tests at Denver International Airport. These emulation demos will also involve aircraft wake predictions which are being developed, and will be provided by NASA, and the emulation is intended to demonstrate how these predictions will be validated by the sensors. If these canned emulation demos prove successful, we then plan to proceed to what we refer to as "live emulation" demos commencing in the spring and summer of 2007.

Although we are continuing to seek further government funding, we are committed to completing these demos within our budgeted investment planning, using some of our internal resources which are more than adequate for this purpose.

Ok, if these emulation demos are successful, what comes next?

We are proposing that the next logical steps following live emulation would include one or more AWSM beta sites at a major U.S. or International airport.

Also, in order to proceed from emulation demonstrations to actually modifying the current wake vortex separation rules, the participation of the Flight Standards regulatory organizations of the FAA or their International equivalents must be engaged.

We believe that there is increasing awareness of the global need for AWSM. Many airports are running out of capacity. The situation will be getting worse with the advent of new large super sized aircraft such as the Airbus A380 and the Boeing 747-8 as well as a new generation of thousands of small Very Light Jets. Most of the time, the wake does not pose a hazard, so if the separation requirements can be safely reduced, the savings can be substantial. A NASA sponsored study estimates that such a system employed at 19 of the busiest U.S. Airports could produce annual savings of up to $680 million per year just in aircraft direct operating cost. This estimate did not include new generations of super large and very light aircraft, which serve to increase the projected savings.

In recognition of this emerging need, Congress has been holding hearings on the status of the Next Generation Air Traffic Control system. On July 12, 2006 Congress wrote a letter to the FAA urging increased funding for 2007. On September 12, 2006 the FAA replied with a letter indicating that any substantial such increase would be unlikely. Although there can be no assurance that successful completion of the AWSM engineering development and upcoming emulation demos will result in any funding, we are continuing to aggressively seek funding from both government and non government sources, including U.S. Airports such as Anchorage, Alaska, Honolulu, Hawaii, Las Vegas, Nevada and Memphis, Tennessee that have expressed interest in our AWSM technology and with whom we will explore beta site installations. Additionally we are likewise exploring AWSM beta site possibilities with Emirates Air in Dubai, United Arab Emirates, and Singapore Airport.

Exhibit 99.2

For Immediate Release

Flight Technologies, Inc. AWSM Technology Update

Mystic, CT (November 7, 2006) - Flight Safety Technologies, Inc. (AMEX:FLT) Chairman Samuel A. Kovnat announced on November 6, 2006 during an interview in Wall Street.Net an update to the Company's schedule for testing of AWSM. The current schedule calls for initial AWSM emulation demos commencing in December, 2006. These initial demos are planned as "canned emulations", that is, based on aircraft arrival data previously recorded by Socrates and Lidar sensors, during the September 2005 tests at Denver International Airport. These emulation demos will also involve aircraft wake predictions which are being developed, and will be provided by NASA, and the emulation is intended to demonstrate how these predictions will be validated by the sensors. If these canned emulation demos prove successful, the Company plans to conduct what it refers to as "live emulation" demos commencing in the spring and summer of 2007.

Although the Company is continuing to seek further government funding, Mr. Kovnat confirmed it is committed to completing these demos within its budgeted investment planning, using some of its internal resources which are more than adequate for this purpose.

Mr. Kovnat also announced that the Company has received "expressions of interest" from U.S. Airports including Anchorage, Las Vegas, Honolulu, Miami and Memphis to explore "beta site" installations of the Company's AWSM technology.

AWSM, an acronym for Aircraft Wake Safety Management System, is a technology the Company is pursuing as an outgrowth of its SOCRATES® Aircraft Wake Vortex Sensor technology.

Additionally, Emirates Airlines in Dubai, United Arab Emirates has expressed interest in exploring a beta site AWSM installation. Emirates Air has given the company runway utilization data which the Company has utilized in a software program that will produce a business case cost/benefit analysis as a decision tool for Emirates Airlines' evaluation of the Company's AWSM technology.

The ability of the Company to proceed on any beta site installations of AWSM technology depends on many factors, including further successful development and testing of AWSM and procurement of funding and various governmental approvals. There can be no assurance the Company will succeed in such testing or obtaining such funding or approvals.

A complete transcript is available on the website of the Company at www.flysafetech.com.

About Flight Safety Technologies, Inc.

Flight Safety Technologies, Inc. is a development stage company pursuing advanced technologies aimed at enhancing safety, security and efficiency for the aviation industry.

The Company is currently pursuing three technologies called SOCRATES®, UNICORN™ and TIICM™:

- SOCRATES® is an airport based laser acoustic sensor for the detection and tracking of wake vortex turbulence.
- UNICORN™ is an airborne radar for collision avoidance using state of the art components to achieve low cost, small size and light weight.
- TIICM™ is an airborne passive countermeasure system to protect airliners against the threat of certain terrorist missile attacks.

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