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) December 6, 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 December 6, 2006, the Registrant issued a press release announcing that it is the subject of a cover story in the November 2006 issue of Airport Magazine.

Item 9.01. FINANCIAL STATEMENTS AND EXHIBITS

(d) Exhibits.

Exhibit No.	Description
99.1	Press Release dated December 6, 2006
99.2	Airport Magazine Article about Flight Safety Technologies, Inc.

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: December 6, 2006 /s/ Samuel A. Kovnat	
Samuel A. Kovnat Chief Executive Officer	

For Immediate Release

Flight Safety Technologies Featured in Airport Magazine
Company's new system could generate substantial annual savings
for airports and airlines

Mystic, CT (December 6, 2006) - Flight Safety Technologies, Inc. (AMEX:FLT), a developer of technologies designed to monitor wake turbulence with the goal of reducing airport delays, and enhancing aviation safety, is the subject of the cover story in the current issue of Airport Magazine. The article, which was written by Dr. Neal Fine who is Senior Vice President of Technology for the Company, focuses on the Company's unique Aircraft Wake Safety Management (AWSM) system that is designed to integrate direct, real-time measurements of flight paths, weather parameters and wake vortex positions at flight critical locations with predicted information, enabling air traffic controllers to provide basic radar separation to all aircraft under normal conditions.

Flight Safety Technologies' President, William B. Cotton, said that AWSM could improve upon the FAA's current wake mitigation plan by providing a comprehensive solution to the problem of additional wake spacing of aircraft during takeoffs and landings at major airports. "Currently, costly delays occur because safety requires that additional spacing be provided behind large and heavy aircraft since vortex behavior is not currently monitored or predicted. The AWSM system would incorporate two types of real-time monitoring sensors: Flight Safety's opto-acoustic sensor, SOCRATES® and a laser-velocimeter, called LIDAR. This real-time monitoring characteristic could validate predicted vortex behavior and provide for both improved safety and additional runway capacity. NASA-sponsored studies have shown that a system like AWSM has the potential to generate hundreds of millions of dollars annually in cost savings due to reduced delays. Considering the increasing mix of super-heavy and very light aircraft, the economic impact of such a system could eventually surpass a billion dollars annually," Mr. Cotton said.

Flight Safety Technologies plans to show a "canned emulation" of AWSM next month, based on aircraft arrival data recorded in earlier tests including SOCRATES® and LIDAR sensors. The demonstration also will involve aircraft wake movement predictions provided by NASA, to show how these predictions are validated by the sensors. Subject to funding availability, the Company plans to conduct a live emulation beginning about April 2007, which could be followed by an initial beta test later in the same year. Several airports have expressed interest in testing the system, including US airports in Memphis (MEM), Las Vegas (LAS), Anchorage (ANC), and Honolulu (HNL). The Company states that beta testing will facilitate a system safety assessment which is one of the necessary steps to obtaining FAA commissioning of the system for operational use. Beta site testing would be subject to a variety of factors, including but not limited to, success of the emulations, suitable arrangements with a host airport and the availability of government or private financing, of which there can be no assurance.

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 four technologies including AWSM, described above, 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.

About AIRPORT magazine

AIRPORT magazine targets the key decision-makers of the aviation and airport business world-wide. With circulation of 13,000, it is read by senior officials in airports, airlines, industry, international consultancy organizations, ground services and key organizations such as IATA, ICAO, ACI, ECAC, EAGOSH, ARTEX and IFALPA.

Safe Harbor statement under the Private Securities Litigation Reform Act of 1995: This release 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.

Contacts:
James Kautz or Todd Atenhan
Epoch Financial Group, Inc.
(888) 917-5105

Exhibit 99.2

Wake Safety System to Increase Airport Capacity

**Wake Vortex Avoidance Systems Can Increase Capacity,
Reduce Delays and Generate Savings**

It does not happen frequently, but the event can be a horrifying one for those involved. An airplane approaching touch down or just after lift-off encounters the wake vortex of a heavier airplane that preceded it and is rolled violently with little or no room to recover before crashing to the ground.

An Invisible Hazard

Wake vortices usually can not be seen by the naked eye, even though they are often described as horizontal tornadoes. Despite that, pilots rarely encounter the wake of a preceding aircraft. This is due in part to the standard wake vortex separation guidelines which adapt the space between landing and departing airplanes to allow the vortices time to dissipate before the passage of a lighter aircraft. Minimum radar spacing between airplanes in the terminal area is normally 3 miles. At some busy airports this is permitted to decrease to 2.5 miles on approach in order to accommodate the large demand. However, when an air traffic controller applies the wake vortex separation standards, the minimum spacing increases to 4, 5, 6 or even 8 miles depending on the relative weights of the two aircraft in each pair being controlled.

The international wake vortex separation standards have enjoyed an enviable safety record during the three and a half decades they have been in use. However, very often wake vortices do not dissipate in the time it takes to fly the 4-8 miles in-trail separation. Why, then, are wake encounters such rare events? The answer is simple, and easily explained by any experienced pilot. Wake vortex pairs behave in a predictable way, drifting with the ambient crosswind and descending under the influence of their own mutually-induced vertical wind. The wake of a leading aircraft quickly drifts out of the way of one following the same basic flight path.

Capacity Problems

The extra spacing imposed by air traffic controllers to avoid wake vortex encounters comes with a price: lost airport capacity. The world's airlines fly more airplanes today than ever before, and the prospect for continued growth is strong. As a result, a capacity problem looms large. As airports approach their maximum capacity, the increased delays due to the wake vortex spacing will grow exponentially. Moreover, new super-heavy aircraft such as the Airbus A380 and, at the other end of the spectrum, thousands of very light jets, will soon enter the air fleets of the world, potentially contributing additionally to wake vortex related delays.

The air traffic service providers, of course, realize that current procedures rob capacity from those airports that can afford it the least. Research organizations in the US and Europe have studied this problem for decades in an attempt to find a solution to this dilemma. Proposed solutions have ranged from trying to reduce the strength of the vortex at the source, to breaking it up after formation, to just avoiding it wherever it is. While much is known about how wake vortices are generated and how they behave from generation to dissipation, there is still no system in place anywhere in the world that will provide ATC relief from the existing standards.

Because wake vortices can be so dangerous, the separation standards cannot simply be reduced to achieve a capacity benefit without very strong evidence that the reduction will not compromise safety. Many experts believe that such a solution exists because the vortices do in fact normally move out of the way of airplanes operating along the same nominal flight path. As long as there is no way to guarantee this behaviour, however, the existing spacing standard must be applied. The trick is to be able to predict and confirm that the normal behaviour has taken place and in fact that the trajectory of each vulnerable airplane is vortex free.

**The Aircraft Wake Safety Management
(AWSM) System**

Flight Safety Technologies (a small US firm, publicly traded on the American Stock Exchange under the symbol FLT) is developing a system called the Aircraft Wake Safety Management (AWSM) system. AWSM is comprised of precision weather and aircraft surveillance sensors, advanced prediction algorithms and wake vortex sensors all integrated to support a decision process which provides Air Traffic Control and pilots with a very simple information stream: either apply the minimum radar spacing between all aircraft or apply the standard wake vortex spacing. Also, to allow ATC to set up a stable traffic flow, local weather data will be used to estimate the amount of time before the recommendation is likely to change. NASA-sponsored studies have shown that a system like AWSM - when installed at a network of major airports - can generate hundreds of millions of dollars annually in cost savings due to reduced delays. Since those studies have not included the impact of the increasing mix of super-heavies and very lights, it's possible that the economic impact of such a system could surpass a billion dollars annually.

Bill Cotton, former Chief Technical Pilot for United Airlines and current Flight Safety Technologies President, describes the philosophy behind the system development. "No wake vortex avoidance system should rely solely on algorithms and software to predict wake vortex behaviour; it is critical that direct, real-time measurements of wake vortex positions at flight critical points are used to continuously validate the predictions and to provide a safety-net for the rare event that an incorrect prediction may lead to an encounter." Cotton also noted that the International Federation of Airline Pilots Associations (IFALPA) issued a Policy Statement in 1998 stating that reduction in the wake vortex spacing must be supplemented with a real-time monitoring system.

The AWSM system incorporates two types of real-time monitoring sensors: an opto-acoustic sensor called Socrates and a laser-velocimeter

known as Lidar. Socrates uses lasers to measure and track the sound generated by the vortices, while Lidar directly measures the velocity field by shining a laser in the sky and recording the motion of particles that backscatter the light. The two sensors are complementary and will be used to monitor the wake in locations best suited to their respective strengths.

NASA and the US Department of Transportation's Volpe National Transportation Systems Center have participated in the development of AWSM. A functional emulation of the system will be demonstrated in the spring of 2007 at the Denver International Airport and will be ready for initial beta-site development later in 2007. Interest has been expressed by several airports in testing the system, including domestic US airports in Memphis (MEM), Las Vegas (LAS), Anchorage (ANC), and Honolulu (HNL). Internationally, Dubai Aerospace Enterprises has requested a benefits analysis for the Dubai International airport (DXB), and officials of Emirates Airlines have also expressed interest. A single beta-test site is all that is needed to complete the testing and demonstrate both the safety and capacity enhancements that the system is capable of delivering. The company hopes to raise the funds necessary to implement a beta-test site in 2007, so that the system can be ready for commissioning as early as 2008.

The Need Is Urgent

In the mean time, the problem of airport capacity is only going to get worse at an increasing rate until the wake issue is adequately addressed. The increasing demand for air transportation coupled with the very large and small new aircraft being added to the fleet will take us toward "grid lock" faster than the government can cope by adding new runways or airports. While all of the recent attention to the capacity problem has been directed at flow control measures to constrain the burgeoning demand, it is time to increase the real capacity of our airports in terms of runway throughput. Only a comprehensive wake vortex avoidance system like AWSM can do this. Everything else runs up against the additional spacing constraint. Whether the lead is taken in the US or the European community will play out within the next very few years. In any case, air transportation services throughout the world truly hang in the balance.

Contact:
Neal E. Fine, PhD
Flight Safety Technologies, Inc, North Kingstown/RI, USA
Tel.: +1 401 667 7254
Fax: +1 401 667 7258
nfine@flysafetech.com
www.flysafetech.com