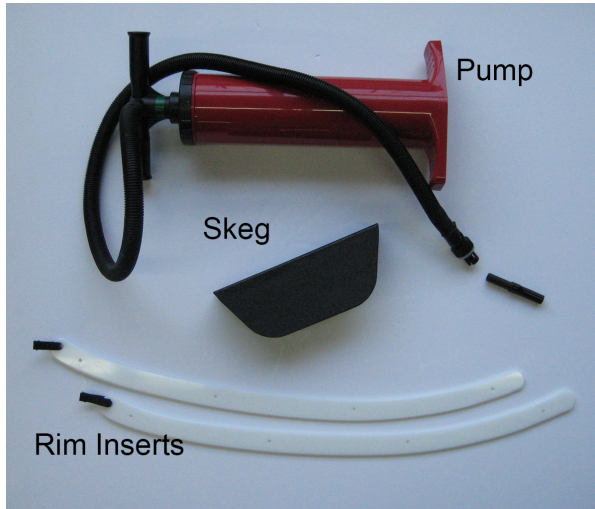


aironaut

inflatable kayak

made by *Feathercraft*

aironaut by Feathercraft



The pump can both inflate and deflate.
Green tape indicates inflation connection.

Made in Canada. Paddled World Wide.

- 1.** Unfold the kayak and take the pump out of the small black bag.
Install the skeg. It is black and "U" shaped.
Push the skeg under the strap welded at the stern of the hull.
It is easier to install if the skeg is wet.



Skeg

- 2.** There are three separate main air chambers:
two side panels and one hull panel.
Each chamber has a boat valve located at the bow end of the cockpit.
Unscrew the cap on the hull boat valve.



Boat Valve

3.

To Inflate

- There is a yellow “poppit” in the boat valve.
- To deflate the kayak push the poppit down and turn clockwise.
- To inflate the kayak, rotate it counter-clockwise and release. It will pop up. Make sure that the poppit is in the “UP” position.
- Remove the short black hose from the pump fill adaptor.
- Attach the fill adaptor on the pump to the valve by turning clockwise ¼ turn.
- Pump up the hull chamber. The hull should feel fairly firm. This takes about one minute of steady pumping. Each chamber has a pressure release valve. It will release air if you keep pumping.
- Pump up the two sides. The sides take less time to inflate.

Caution: When rolling the skin, do not force the valves against the inside of the skin. The hard plastic of the valve can damage the skin.



Yellow Poppit



Fill Adaptor

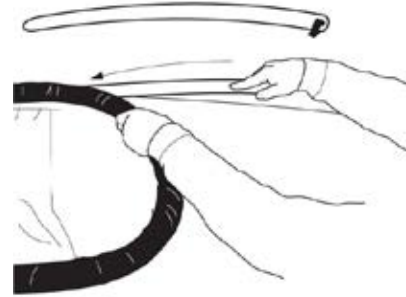
Short Hose



4.

Install Rim Inserts

Slide the two white plastic inserts into pockets on the underside of the coaming.



5.

Inflate Seat Bottom and Seat Back

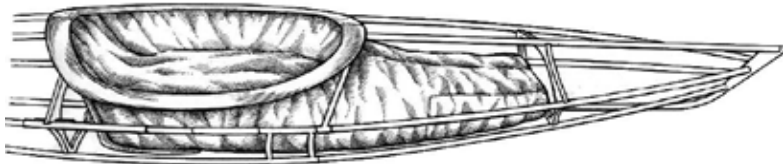
- Push the short black filler hose into the pump fill adaptor.
- Open the twist valve by turning counter-clockwise.
- Push the filler hose over the valve and pump.
- Twist clock-wise to close. Remove filler hose.
- The seat is installed under the rim at the stern of the cockpit.

PRECAUTION : Deflate seat if leaving the kayak sitting in the sun!

The Feathercraft Sea Sock

Made from high-quality coated nylon, the sea sock is a great safety item. The top of the sock fits tightly around the cockpit coaming rim. Contoured to fit along the seatback and bottom, the “foot” is loose through the cockpit, creating a “pod”. The paddler then sits in the sock. Legs and feet are not constricted. The spray skirt fits as usual. In the event of a capsize, water will only enter the sock, and not the whole boat.

We can not stress enough the importance of the Sea Sock. It is your key safety item in a capsize to prevent flooding your kayak; it also prevents sand and dirt getting in the kayak.



Tips on Usage and Installation

- The coloured Feathercraft label indicates inside or “right” side of sock.
- Center the seam on the rim of the sea sock with the center point on the bow of the coaming.
- Once the Sea Sock is in place, sit in the sock, and “burp” it by lifting the edges. This releases trapped air that causes the sock to billow up. Then, pull the sock up under the bracing straps on each side of the cockpit. This creates a “pocket” for your legs to brace against.

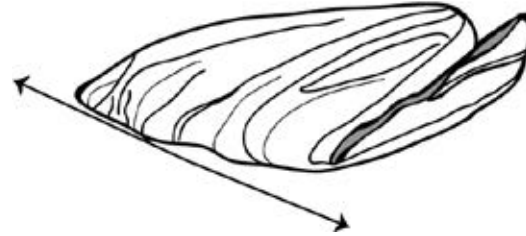
Folding & Rolling the Kayak Skin

Remove the skeg. Remove the Rim Inserts. Open the seat valves.
Open the boat valves, pushing in the yellow poppit and turning clockwise.

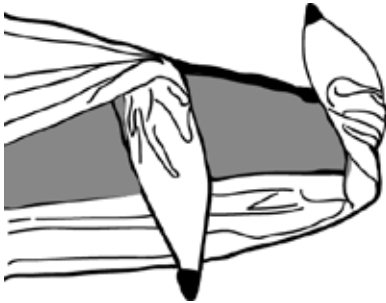
- a.** Fold skin at edge of bow rim.
(This rim section is not removed)



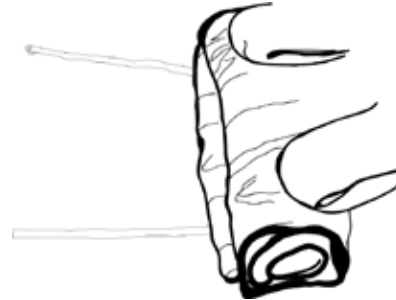
- b.** Flatten out skin along fold.



- c.** Twist bow & stern ends to begin rolling the skin into a snug bundle.



- d.** Roll up tightly, towards the open valves, kneeling on the roll and securing with web straps.



Caution:

When rolling the skin, do not force the valves against the inside of the skin.

The hard plastic of the valve can damage the skin.

Inflatable Paddle Float Rescue with the Aironaut

1. Light & compact, the inflatable paddle float tucks under a panel attached to the stern deck.



2. Slide the paddle into the pocket of the float, clip on to the paddle shaft, and inflate with a few breaths of air.



3. Slide the opposite blade under the stern deck panel. Use the paddle and float as a platform to lever yourself on to the kayak, keeping your center of gravity low.



4. Twist & turn as you re-enter the cockpit. Pump out any water within the sock.



5. Remove paddle float. Paddle on.

Aironaut Use & Precautions

The fabric used to make the Aironaut is a robust urethane fabric and is very abrasion resistant. However, care must be taken when approaching and launching from sharp and jagged shores.

Precaution:

Using the sea sock at all times will greatly inhibit water from entering the boat. If water does flood the boat, drain the boat of **ALL** water **BEFORE** opening the boat valves to deflate. To deflate, open the boat valves and roll skin to exhaust the air. Be sure to then **CLOSE** the valves (1/4 turn counter-clockwise) once skin is deflated and ready for final rolling for transport. Do not allow water to enter the air panels, as this may cause the inner chamber welds or pressure relief valve to fail. Should a failure occur under these circumstances, the warranty is Null and Void.

A One Year Limited Warranty covers manufacturing flaws or defects. The warranty does not cover failure due to improper use or care.

Should water enter the air panel, (such as due to a puncture) the following instructions illustrate how to empty the chamber. Then allow the boat to dry completely.

To Open and Remove Boat Valve

The boat valve is a two section twist valve. The inner section can be felt through the kayak fabric. Feeling through the kayak skin, hold the inner part with one hand. Using a pair of pliers, grip the outer twist handle of the valve. Turn counter-clockwise to loosen.



Your dealer may also have a boat valve wrench. This fits onto the valve and is used to twist the top off.



Draining Water from an Air Chamber

Hang the skin to completely drain water from the air panel.

“Swish” the skin around to be sure all water is drained.
Allow the kayak skin to dry completely.

Replace the two part boat valve, securing tightly.

Drain Water from Boat Valve Opening



Care & Repair

Field repairs

This repair takes approximately 20 minutes. The patch may last many years. However, with some effort it can be peeled off and replaced. The glue provided is toxic to breathe and inflammable. Use in a well-ventilated place.

- Lightly sand the area to be patched. Marking an outline of the area is useful.
- Cut a patch from the provided repair tape with white backing, or use one of the provided shapes.
- Apply rubber cement to patch area and let dry approximately 10 minutes.
- Peel the white paper backing off the repair cloth. The actual patch is clear.
- Apply the patch to the glued area. With a piece of plastic (a credit card will work) work air out from under the patch. Start from the midpoint of the patch out to the margins. It works best to pull the plastic towards you rather than pushing against the patch.

The repair tape with white backing in the repair kit provides the best adhesion. However, duct tape will also work.

The glue in the repair kit has a shelf life of about 2 years, less if opened. Please check your glue.

There are other brands of glue on the market that may work. Look for ingredients such as MEK and acetone. Some bicycle repair kits can also be used.

Permanent Repairs with Aquaseal

Aquaseal is a urethane glue that bonds permanently to urethane fabrics. Once cured, it cannot be removed.

- Cut a patch from some of the coloured fabric in the repair kit.
- Lightly sand the area to be patched and the patch.
- Apply a thin layer of glue to the area to be repaired and to the patch.
- Place the patch over the sanded area.
- Work out any air bubbles, as indicated above.
- Hold the patch down with masking tape or duct tape.
- Remove the tape after 24 hours.

Note: Cotol is an accelerator, made by McNett in the U.S. When mixed with Aquaseal, the cure time is reduced to about 3 hours. Due to changes in Canadian regulations, we can no longer supply Cotol. However, it is still available in the U.S. and some other countries.

Allowing the Skin to Dry

The skin can be transported wet for a couple of days, but should be allowed to completely dry before storing. Failure to dry the skin can cause coating failures.

Seasock

We strongly recommend using the seasock. It prevents flooding in the event of a capsize. It also keeps water and sand from entering the kayak. This allows you to roll the skin up quickly after paddling, without having to dry out or clean the inside of the kayak.

Pressure Relief Valves

The three small black relief valves in your kayak skin prevent the air pressure within each chamber from exceeding 4.5 psi. Each valve is screwed into a housing that is welded to the skin. If the kayak is inflated to 4.5 psi in the morning, before the heat of the day, the air may expand during the day and exhaust through the valve. The next morning you may have to pump up the boat a little if it feels too soft.

In the event of a leaky relief valve, first reduce the pressure below 4.5 psi. Then check the seal around the valve by putting some soapy water over it and looking for bubbles. If there are bubbles around the outside of the black plastic, the valve may simply be loose. Use the red cap with the small tube secured to it as a wrench to tighten the valve. If there are bubbles occurring within the black plastic valve, the valve may have to be replaced. Unscrew the old valve with the red cap wrench and screw in a new one.

In the event that you have a leaky relief valve, but no replacement, screw the red cap that is in the repair kit over the valve. This may stop the leak. **Caution:** the relief valve may not now release air.

Rolling the Skin

Be careful when rolling the skin on a hard surface such as concrete. The valves that are in the chambers can cause damage to the skin if you kneel on top of them while rolling the skin.

Tracking

If the kayak doesn't track quite straight, or if you want to adjust tracking for expected winds you can change the angle slightly of the skeg. Just consider how a rudder would be adjusted and turn the skeg under the strap in the correct position. The skeg will stay in that position as long as the hull is taut.

Safety & Education. Please read carefully!

Kayaking can be hazardous and can involve the risk of serious injury or death. Kayakers are responsible for obtaining appropriate instruction in paddling skills, equipment safety, water safety, rescue and first aid. It is strongly recommended that you obtain training in kayaking safety from a qualified and experienced kayaking instructor.

The various components of Feathercraft kayaks are subject to wear, breakage and failure. This type of damage can lead to accidents resulting in serious injury or death. It is your responsibility to maintain your kayak in excellent condition.

If you have any doubts or concerns about the condition of your Feathercraft kayak, please contact us.

Kayak safety training should include the following topics:

Paddling Skills

Paddling techniques need to be practiced in various water conditions. Maneuvering a kayak through rough seas, currents and tidal zones is quite different from paddling on flat water. Practice wet exiting your kayak and re-entry with the paddle float.

Hypothermia

The greatest danger to a kayaker is hypothermia or cold water immersion. Protection against hypothermia involves more than simply wearing the appropriate protective clothing. It involves all aspects of kayak safety.

Know your Kayak

Your safety on the water is dependant on all components of your kayak functioning perfectly. You must inspect your kayak for signs of wear or failure before setting off on every trip, including seams, spray skirt, and hull. Ensure valves are not leaking and the boat valve caps are secured.

Spray Skirt and Safety Sock (Sea Sock)

All Feathercraft kayaks come equipped with a spray skirt and safety sock (except the Sit-on-Top models). These are important safety items, but you must be fully familiar with their use before an emergency arises.

Personal Flotation Device and Helmet

The wearing of an approved PFD is highly recommended for all kayakers, even those who are strong swimmers. A helmet should be worn for whitewater or surf zone paddling.

Safety Equipment

The safety equipment you will carry in and on your kayak will vary with the nature and length of the trip. Kayak trips of any duration however, require a towline, first aid kit, pump, spare paddle, bowline, flares and whistle as essential items. Safety equipment will only be of use to you if you have the knowledge and training to use the equipment in an emergency.

Self-Rescue and Group Rescue

The nature of kayaking is such that some day you or a member of your group will capsize. This experience can vary from a refreshing dip in the ocean to a life-threatening emergency. How you handle a capsize will depend entirely on your training and experience. The kayaking community is blessed with a wealth of material, including books, manuals, magazines, articles and videos, and resources including schools, clubs, associations and training centres dedicated to kayaking safety. As with any skill, kayaking safety must first be learned and then practiced. We at Feathercraft strongly recommend that you access resources for kayak safety in your community before venturing out onto the water.