



Statement Regarding the Double Cover Process

July 18, 2025

In recent years a practice referred to as double cover has become popular when fabric covering both experimental and certificated aircraft. Double cover is simply using a second layer of fabric in lieu of finish tapes and/or reinforcing patches. Many installers have reported labor savings as well as a cleaner appearance using this practice. We often receive questions about the legality of this practice on a certificated aircraft and if it complies with our STC and approved data. We are publishing this letter to express our opinion that double cover does comply with our approved data and is an acceptable practice. The reason we have determined that it does comply with our approved data is as follows. Our approved data does not specify a maximum width of a finish tape, only a minimum width. It has always been considered acceptable to use a wider finish tape than what is the minimum requirement. A finish tape that is up to 72" wide still meets the criteria set forth in the approved data and accomplishes the purpose it was intended for. Furthermore, the second layer of fabric is applied in the same manner as the finish tape and complies with the approved data in it's application.

From our testing we have found that double covered samples are much stronger as it forms a 2 ply fabric. It also helps the integrity of the coatings as it reduces the flexing of the fabric in the airflow, especially in the prop wash area. The only disadvantage that we are aware of is slightly increased weight overall. We hope this statement helps to clarify our position on this topic.

Sincerely,

Andy Humphrey, A&P, IA
Owner