the application of two-handed control forces exceeding those specified in §23.143(c).

(6) With maximum takeoff power, landing gear retracted, flaps in the takeoff position, and the airplane as nearly as possible in trim at V_{FE} appropriate to the takeoff flap position, retract the flaps as rapidly as possible while maintaining constant speed.

(c) At speeds above V_{MO} or V_{MO} up to the maximum speed shown under §23.251, a maneuvering capability of 1.5 g must be demonstrated to provide a margin to recover from upset or inadvertent speed increase.

(d) It must be possible, with a pilot control force of not more than 10 pounds, to maintain a speed of not more than V_{REF} during a power-off glide with landing gear and wing flaps extended, for any weight of the airplane, up to and including the maximum weight.

(e) By using normal flight and power controls, except as otherwise noted in paragraphs (e)(1) and (e)(2) of this section, it must be possible to establish a zero rate of descent at an attitude suitable for a controlled landing without exceeding the operational and structural limitations of the airplane, as follows:

(1) For single-engine and multiengine airplanes, without the use of the primary longitudinal control system.

(2) For multiengine airplanes—
   (i) Without the use of the primary directional control; and
   (ii) If a single failure of any one connecting or transmitting link would affect both the longitudinal and directional primary control system, without the primary longitudinal and directional control system.

§23.147 Directional and lateral control.

(a) For each multiengine airplane, it must be possible, while holding the wings level within five degrees, to make sudden changes in heading safely in both directions. This ability must be shown at 1.4 V_{S1} with heading changes up to 15 degrees, except that the head-