

PECULIARITIES OF ENGLISH AVIATION TERMINOLOGY TRANSLATION

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The pace of development of science and technology in modern process of globalization is growing every day, enhancing international relations and bringing international scientists and technologists together in international projects to demonstrate technological advances. The technological revolution has led to increased information and communication processes, resulting in a rapid increase in the number of scientific texts in different fields.

Aviation is one of the youngest fields of technology. Modern aviation vocabulary is subject to the general law of language: its formation is a complex of quantitative growth and qualitative change, it is a system in motion. It covers the names of aviation concepts that appeared before, derives from other languages those elements which it lacks, adding new, those that relate to concepts that have just emerged [3, p. 17].

Aviation sublanguage of the English language is rich and varied. First of all, this is due to the fact that this language was chosen as international language of aviation. A great part of the scientists' studies, recommendations to organizing interaction of aviation specialists, which are developed by international aviation organizations concern the English language.

An important part of aviation sublanguage of the English language is aviation terminology. The formation of aviation terminology of the English language has been in progress more than two centuries and reflects the complicated process of development of aviation science and technology,

starting from the first balloons to spacecrafts' flights [2, p. 112]. The origin of aviation terms is the process caused by the factors of aeronautics development history. The origin and semantic structure of English aviation terms are determined by origin and development of appropriate objects, processes and phenomena of aeronautics. Thus, the semantic structure of aviation terms should be considered at the junction of two sciences – linguistics and aviation.

Scientific and technical literature has several features that distinguish it from other types of texts, but they also largely affect its translation. Grammatical features of scientific texts are much less significant than lexical ones, but they are as diverse as the latter. This is all about the differences in the functioning of grammatical elements [3, p. 15].

One of the most common features of the aviation text is wide use of sentences with the verb-predicate in the passive voice, i.e. the use of passive constructions. This is because scientific and technical texts often describe processes or facts, and therefore the author wants to focus reader's attention on them. Typically, the translation of such sentences is not difficult, except in cases where transition of verbs in source and target languages is not the same.

There is a large number of complex sentences with coordinate and subordinate clauses in scientific and technical literature. Their translation requires the ability to understand the grammatical structure and fair knowledge of function words with the help of which the connections are made between complex sentences or between their parts [1, p. 83].

Considering scientific and technical aviation literature in linguistic terms, it is also necessary to pay attention to the use of a large number of participial, gerund and infinitive clauses. These structures cause particular

difficulties in the process of translation and are the source of many mistakes.

In English aviation literature logical or emotional emphasizing of main facts is common. This is achieved by the use of a particular word order (inversion) and special constructions. Special attention should be paid to the markers, because they play an important role in identifying grammatical context: 1) nouns are identified by definite and indefinite articles and numerals (a, the, some, this, my, three); 2) adjectives are identified by suffixes (-al, -y, -ant, -ive) and by the position in a sentence (after a noun marker, after a noun, after a link-verb); 3) verbs are identified by verb forms (to be, to have, to do), modal verbs and by the position in a sentence; 4) prepositional phrases are identified by prepositions (in, out, over, through, below).

As noted above, the translation of aviation literature differs significantly from the translation of belles-lettres, newspaper articles, etc. Scientific and technical texts are characterized by a special style that sets them apart from other types of texts. In translation process of such texts this feature creates additional difficulties.

Language of scientific and technical literature differs from everyday language or languages of belles-lettres by certain lexical, grammatical and stylistic features. V.N. Komissarov claims that the defining features of scientific text are its information content, consistency, accuracy, objectivity, and clarity [4, p. 112].

But the most typical lexical feature of scientific and technical literature is the presence of special terms and terminological phrases. The specific character of the term lies primarily in its special assignment, which fully intersects with its core function – to express specific concepts as accurately as possible. Considering aviation terminology in terms of translation

theory, we can assume that the term is monosemantic, it has no connotative meanings and no synonyms; and it is always translated by its complete and absolute equivalent. Translation of aviation terms is not always a simple replacement of a source language word by a target language word. Especially the translation of compound terms, which consists of two stages (analytical and synthetic). Analytical stage means the translation of individual components and plays a very important role in the translation process of a compound term. But it should be noted that not only a single term, but also a word combination can be an individual unit of a compound term. It is also important to find out what semantic relationship the components have with one another. The nature of this relationship defines the order of the translation and the very meaning of the translated compound term. The synthetic stage of translation involves the organization of the components according to the specified semantic relationships and getting the final variant of the translated compound term [5, p. 69].

Different terms in aviation field may reveal the sustainability of their meanings differently in various microcontexts. In most cases the translation of such words can hardly depend on the context and be the same in different word combinations, such as in the case of the term *engine*: *jet engine* – реактивный двигатель; *engine types* – типы двигателей; *gas turbine engine* – газотурбинный двигатель; *engine shaft* – коленчатый вал двигателя. Sometimes, however, aviation term may be translated differently in different combinations (compound terms). Thus, the Russian equivalent of the word *strut* is *стойка*, but in the following compound terms it is translated differently: *folding strut* - складывающийся подкос (*шасси*); *landing gear strut* – стояк шасси; *compressed shock strut* - обжатый амортизатор. Translating such difficult terms it is necessary

to look up their translation in a dictionary and take into account the peculiarities of the concepts that the term describes.

So, having studied this issue, we can assume that the main features of scientific and technical aviation literature are a significant number of terms and a clear presentation of the material. Thus, componential analysis of English aviation terminology showed the presence of single-component and multi-component units. The analysis leads to the conclusion that the aviation sublanguage of the English language is well developed. The difficulties in translation of aviation texts appear due to grammatical, morphological and syntactic phenomena of a source language which do not have direct correspondences in a target language, and require special professional skills of translators.

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