

**TRANSLATION METHODS OF MILITARY AVIATION TERMS FROM ENGLISH
LANGUAGE TO RUSSIAN LANGUAGE**

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Abstract: *This article is devoted to the translation of military aviation terms from English to Russian. The relevance of this work is due to the need to study military terms as modern science and technology is rapidly developing now. Special attention is paid to the methods of translation of simple and multicomponent military terms, borrowed words are considered and the main methods of translation of abbreviations are given. The search for methods of translation of military terms in aviation field is very important because the correct and accurate transmission of language context information will depend on the choice of methods for translating the terms.*

Keywords: *military aviation sublanguage, term, multicomponent terms, aviation terms and abbreviations, borrowed words, methods of translation*

Translation as a type of linguistic activity is a process of adequate and complete transfer of thoughts expressed in one language by means of another language. Adequate and complete translation stipulates correct, accurate and complete transfer of the features and content of the original and its linguistic form, taking into account all the features of structure, style, vocabulary and grammar. According to A.V. Fedorov, "to translate means to express faithfully and fully by means of one language what has already been expressed earlier by means of another language" [1, p. 15]. [1, c. 15]. Military translation is a type of special translation with a distinct military communicative function. In military translation, an important role is given to the accuracy of translation, as the translated material can serve as a basis for conducting military operations and making important decisions. Correct translation of military materials depends to a large extent on correct translation of terms, as the majority of military vocabulary is occupied by

military and military-technical terms. Let us consider the translation of military and aviation terms.

Military aviation is always at the forefront of scientific and technological progress: it absorbs the latest achievements from various fields of knowledge, develops new ideas and technical solutions, creates construction materials. The formation and development of military aviation was accompanied by a continuous accumulation of interdisciplinary and international character of terms. Such linguistic scientists as V.N. Komissarov, D.S. Lotte, V.M. Leitchik, L.L. Nelyubin, A.A. Reformatsky, G.M. Strelkovsky, V.N. Shevchuk and others have studied the problem of terminology translation. The essence of the term is quite complex, and currently there is no universally accepted concept of "term". As a working definition we will use O. A. Akhmanova's interpretation from the "Dictionary of Linguistic Terms": a term is "a word or phrase combination of a special (scientific, technical) language, created or borrowed for the precise expression of special concepts and designation of special subjects" [2, p. 463]. [2, c. 463].

E.A. Zyuzina notes that "military aviation terminology is undoubtedly located at the intersection of military and aviation special fields" [3, p. 3]. [3, c. 65]. Military terminology has a certain internal organization. "It also represents a set of units of terminological nomination of military science concepts" [4, c.102]. S.S. Kopylova says that a military term is "a word or phrase used to designate a certain special concept related to a particular section of military science or military technology" [5, p. 24]. [5, c. 24]. From the point of view of E.G. Pyrikov, a military term is defined as "a unit of lexical nomination (a word or a stable word combination). It is limited in its use by the military sublanguage in the meaning strictly regulated by the definition" [6, p. 34] [6, c. 34]. Military aviation terminology is largely expanded due to the borrowing of words, simple, complex (multi-component) words, as well as abbreviations. According to V. M.

Leitchik, borrowing is considered to be "a word or term that passes into another language with its concept or that is used to terminate the same concept" [7, p. 170]. [7, c. 170]. English military aviation terminology was predominantly formed on the basis of French-language borrowings and resources of its own language. Among the terms of French origin, which are based on elements of Greek and Latin languages, it should be noted: airplane - airplane (estr. airplane), aerodrome - airfield (derived from *aéro* - "air" by analogy with *hippodrome* - "hippodrome"), virage - virage (literally: turn, change; from the French verb *virer* - "to twist, turn, rotate"), fuselage - fuselage - airplane body, pilotage - pilotage (from the French *piloter* - "to fly

the airplane") and others. A borrowed term should be translated using such techniques as transcription and transliteration, i.e. transcription preserves the sound form of the borrowed unit, while transliteration replaces the letters of the borrowed word with the letters of the native language. The technique of "transcription" and "transliteration" will be shown in more detail on the example of simple terms.

By the twentieth century, the English language actively intensifies the creation of new terms in the field of aircraft construction, equipment for ground maintenance and repair of airplanes, for example: cabin - airplane cabin, airfield - airfield, aircrew - flight crew, airman - pilot, airplane shed - hangar (a structure for storage, maintenance and repair of airplanes and other aircraft) and many others.

The basis of military aviation terminology consists of unicomponent and multi-component nominative units. In this paper we will study the terms taken from the "Big English-Russian and Russian-English Aviation Dictionary" by E.N. Devnina and the textbook "English Language Part 6: Air Force". Devnina and the textbook "English Language Part 6: Air Force" by N.V. Levandrovskaya, L.A. Khamula (Krasnodar: KVVAUL, 2017).

Let's consider several ways of translating unicomponent (simple) and compound (multi-component) terms:

1) Transcription is the transfer of an English word into Russian by reproducing its sound appearance (phoneme composition) using Russian letters [8]. For example: drone - drone (unmanned aircraft), motor - motor, pilotage - pilotage, camouflage - camouflage, parachute - parachute and other French loanwords.

2) Transliteration is the transfer of an English word into Russian by reproducing its graphic form (letter structure) using the alphabet of the Russian language [8]. For example: avionics - avionics (aviation electronic equipment), airplane - airplane (airplane), maneuver - maneuver, autopilot - autopilot, aerodynamics - aerodynamics, etc.

3) Calquing or literal translation is the translation of a word or phrase in parts with the subsequent joining of the parts. The defining part of the term can be translated by an adjective, the order of components can be changed, and semantic relations can be translated by prepositions [8]. Let's consider the translation of calques on the example of complex terms: flight crew, strategic bomber, air-to-air missile, special-purpose aircraft, pre-flight check, in-flight refueling system and many other terms. As the examples show, a calque cannot be translated by a single word.

Translation of unicomponent terms is carried out directly by searching for their equivalents in dictionaries or determining their meanings based on the semantics of the root morpheme or affixes, as well as with the help of linguistic guesswork. For example: to intercept - interceptor - interceptor aircraft, to observe - observer - observer pilot, to navigate - set a course - navigator - navigator, to arm - armament - armament, to fuel - refueling - refueling, etc. It is more difficult to translate multi-component terms, which are characterized by a strict hierarchy of components with semantic links. T.A.Kudinova defines a multicomponent term as "a polylexemic terminological combination of a stable type with the number of separately formed full-valued components more than two" [9, p. 8]. [9, c. 8]. Such terms are subdivided into two, three, four and more components. For example: aerospace engineer - aviation engineer, air traffic controller - air traffic controller, supercruise fighter - fighter with supersonic cruising speed, high-velocity aircraft rocket - aircraft rocket with high flight speed, strategic high-altitude orbital bomber - strategic high-altitude orbital bomber, etc. Components can increase, but with their large number semantic-syntactic links within the terminological series are broken, hence, such a terminological combination breaks up into two, three or more combinations. Therefore, it is necessary to connect separate components with a hyphen, as can be seen from the last two examples: (air-to-air combat maneuvering, air-to-surface missile, air-to-air test, high-technology aircraft, fixed-landing-gear aircraft, etc.).

Here are examples of the most typical ways of translating military aviation multi-component terms:

1) Translation by means of a similar prepositional attributive group. For example: military transport aircraft, jet-propelled fighter, twin-engined aircraft, in-flight training of pilots, land-based aircraft, multi-purpose helicopter. This method of translation is considered to be simple, as it does not require parsing the components into parts, but consists of consecutive translation of its components.

2) Translation by rearrangement of components (right-to-left translation). First, one or two last components are translated, which, as a rule, carry the main semantic load, and then each component or semantic group is translated successively from right to left. For example: long-range transport aviation - long-range transport aviation; aircraft control training - air traffic control training; air traffic control system - air traffic control system; cargo-capable aircraft - aircraft capable of carrying cargo; all-weather landing capability - ability to land in difficult weather conditions.

3) Translation of word combinations of such type as "Noun + Preposition + Noun". This method of translation is widely used when the attributive group of combinations expresses an adverbial relation: fly-by-wire aircraft - aircraft with electric remote control, hands-off aiming - aiming without manual control, side-by-side cockpit - cockpit with side-by-side seats, etc.

4) Translation with the use of participial and de-partitive turns like "Noun + Part. I + Noun, Noun + Part. II + Noun, Adj. + Part. II + Noun). Let us demonstrate 1 model "Noun + Part. I + Noun", where Noun is a noun and Participle I is a present participle: newly developed aircraft, missions including strike, reconnaissance, search and rescue operations; 2 model "Noun + Part. II + Noun", where Part. II - past participle, which shows that something is being done over the action: radio-controlled aircraft - radio-controlled aircraft, fighters equipped with bombs and missiles, etc.; 3 model "Adj. + Part. II + Noun", where Adjective and Part. II is a combination of adjective and past participle: short-timed flight; "Adv. + Part. II + Noun", where Adverb is an adverb: remotely piloted aircraft, highly-trained pilots.

5) Descriptive translation, as L. L. Nelyubin notes, is "a translation technique, which consists in describing a designated concept by means of another language" [10, p. 129]. [10, c. 129]. The advantage of descriptive translation is the most complete disclosure of the essence of the described phenomenon. Its disadvantage is considered to be cumbersome.

For example: air combat training sortie - flight for air combat training, airborne early warning and control aircraft - long-range radar detection and control aircraft, vertical take-off and landing aircraft - vertical take-off and landing aircraft, power-on aircraft configuration - aircraft configuration with power on (on-board equipment), maximum flight path angle - maximum angle of inclination of the flight path, rear engined aircraft - aircraft with engines in the tail part and many other terminological phrases.

In order to translate a multi-component term correctly, the translator needs to distinguish the components of the compound word, find a suitable match for each component, taking into account the context, and then competently convey the meaning of the term with the help of native language tools. The final choice of translation method of multi-component terms depends on the lexical content of the group, as well as the load of the whole context. Therefore, when translating multi-component terms, it is necessary to conduct a careful semantic-syntactic analysis [11].

Translation of abbreviations and acronyms is one of the most difficult to understand military aviation texts. Abbreviation is to convey the maximum amount of information (semantic content) while minimizing the use of the

material shell of the language (sound shell and graphic form). Abbreviations are divided into sound-letter abbreviations and acronyms [12]. Sound-letter abbreviations should be pronounced in accordance with the alphabetical name of letters. For example: UAS - Unmanned Air System, AFB - Air Force Base, ICBM - intercontinental ballistic missile, ACC - Air Combat Command, ATCC - Air Traffic Control Center, etc. An acronym is considered synonymous with an abbreviation. O. S. Akhmanova in her "Dictionary of Linguistic Terms" defines the word acronym: "acronyms are words formed by adding the initial letters of words or initial sounds" [2, p. 27]. [2, c. 27]. That is, acronyms are pronounced as a single word, not letter by letter. For example: SATCOM ['sætkəm] - Satellite Communications, ICAO [i'ka:əʊ] - International Civil Aviation Organization, MAJCOM ['meɪdʒkəm] - Major Command, SIGINT ['sɪɡɪnt] - Signal Intelligence - radio intelligence.

The problem of translating abbreviations requires a full understanding and a certain decoding of this or that word. V.V. Borisov defines abbreviation: "abbreviation is a unit of oral or written speech, created from individual (not all) elements of the sound or graphic shell of some extended form (word or phrase combination), with which this unit is in a certain lexico-semantic relationship" [13, p. 100]. [13, c. 100]. When translating abbreviations, one should first of all refer to dictionaries, and also take into account that some abbreviations have several meanings. Before starting to translate abbreviations, it is necessary to carefully study the context and try to determine the general meaning of the abbreviation. Then analyze the structure of the abbreviation and make a transcription.

Abbreviations shall be translated into Russian by the following methods:

1) Search for an equivalent abbreviation: STOL aircraft (short take-off and landing aircraft), CAD system (computer-aided design system).

2) By transliteration: AFIL (Air field flight plan) - AFIL - flight plan transmitted from the aircraft, ARTRAC (Advanced Real-Time Range Control) - "Artrac" - advanced control system with automatic real-time conversion of signals received during radio tracking.

3) By transcribing: SAGE [seɪdʒ] - Semiautomatic ground environment.

4) Using descriptive translation: MORA ['mɔ:rə] - Minimum Off-Route Altitude - The minimum safe absolute altitude of an off-route flight.

5) The method of full decoding of abbreviations: A/A - air-to-air, T/O - take-off, A/D - aerodrome, ACFT - aircraft, AFLD - airfield and others. Such abbreviations should be fully deciphered in translation.

Thus, the frequent use of abbreviations and acronyms in aviation texts requires from the translator the ability to orient in the context, to consider all

the meanings of a particular abbreviation, as well as careful deciphering, in addition, the process of translation of military aviation terms requires a lot of effort. Military aviation is a vast field of knowledge with a large number of specialized vocabulary and terms. To achieve an adequate translation, the translator must have a good command of the native and foreign language, be able to accurately convey the translation material, carefully study military terminology, and correctly apply various methods of translating terms. In this paper, 100 units were selected by the method of solid sampling, of which were: 10 - borrowed terms, 20 - simple (uniconpound) terms, 50 - complex (multi-component) terms, 20 - abbreviations. The main ways of translation of borrowed terms, uniconpound, multiconpound terms and abbreviations were studied and analyzed. The choice of a term translation method depends on the term structure itself. The most common ways of translation of military aviation terms are considered to be calquing, as it is conditioned by the transfer of accurate information and the principle of the least effort, descriptive translation (especially when translating abbreviations and abbreviations), transcription and transliteration. When translating terminological combinations, it is better to use consecutive translation by means of a similar prepositional attributive group, as well as component transposition translation or right-to-left translation.

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