***Welcome to Stillman Translations preliminary onboarding assessment!***

*This assessment has 5 sections. Make sure to follow the instructions and complete all the information needed.*

*The goal of this request is to analyze your performance and your potential.*

*Breath in and out, and do your best. Hope we can count on you soon!*

**SECTION 1. INSTRUCTIONS**

Below you will find a special instruction for section 3:

\*Please make sure target text mirrors source format.

\*Normalize spaces.

**SECTION 2. GLOSSARY**

*In this section, you are required to complete this task:*

*\*Extract four terms (cells 1 to 4) from the text in Section 3 that you consider are worth being in the glossary.*

|  |  |  |
| --- | --- | --- |
|  | **Source** | **Target** |
| 1 | Rotor blades | Palas de rotor |
| 2 | Semi**-** monocoque | Semimonocasco |
| 3 | Tail boom | Cono de cola |
| 4 |  |  |

**SECTION 3. TRANSLATION**

Please, add your sample translation below (between 300-500 words). Bear in mind this should be the best sample of your work!

|  |  |
| --- | --- |
| **Source** | **Target** |
| General Description of the BO 105General The BO 105 is a multipurpose twin engine helicopter in the 2.5 t class with five seats in the basic version. Main Rotor System The main rotor blades are manufactured from fiber reinforced plastic and are directly connected to the rigid titanium rotor head. Flap and lead**-** lag movement is accomplished by the elasticity of the blades. The only possible relative movement between the blades and rotor head is during changes of pitch. This arrangement is referred to as a hingeless rotor system.  All reaction forces are transmitted directly from the rotor system through the main rotor mast via the main gear box into the fuselage. The construction of the rotor head is very simple. The number of parts has been reduced to approximately 20 % of a conventional or articulated system because the drag hinges and flapping hinges have been omitted.  The main rotor gearbox is a three stage light weight reduction gearbox produced by ZF (Zahnradfabrik Friedrichshafen). Fuselage The fuselage structure is a conventional semi**-**monocoque construction made in a modular design concept, consisting mainly out of aluminum sheet metal. Bottom shell, doors, engine cowlings and access panels are made of composite material. The cabin is accessible through six doors: two hinged doors for the crew, two sliding doors for the passengers, and two clamshell doors for the rear compartment. Tail Rotor System The helicopter is equipped with a semi**-** rigid two blade tail rotor. The blades are made from glass fiber reinforced plastic (GRP). The tail rotor is mounted to a lightweight aluminum sheet metal tail boom made in a semi**-**monocoque construction and controlled via rods routed from the pedals to the input of the titanium tail rotor head. Flight Controls The main rotor is controlled by rods and bellcranks, routed from the control elements via the cabin side shell to the transmission deck mounted hydraulic system.  The hydraulic system is a tandem system, i.e. it consists of two separate systems, which operate independently of each other (fail safe system). Under normal operating conditions only one system (No.1 main system) functions as a booster, the second system (No.2 standby system) stays in standby. In case of a failure in the main system, it will be immediately cut off and the standby system will be actuated automatically to ensure safe operation and landing. Landing Gear The BO 105 has two cross tubes and two skids. The cross tubes are constructed to absorb forces during touchdown of the helicopter, by bending. | Descripción General del Bo 105General El Bo 105 es un helicóptero multipropósito con motor gemelo de clase 2,5 t y cuenta con cinco asientos en su versión clásica. Sistema Rotor Principal Las palas principales de rotor se fabrican de plástico reforzado con fibra y están directamente conectadas con la cabeza de rotor de titanio rígido. Mediante la elasticidad de las palas se logra el movimiento de la aleta y de adelanto-retardo (lead-lag). El único posible movimiento relativo entre las palas y la cabeza de rotor es durante los cambios de inclinación. Esta disposición se refiere a un sistema de rotor sin bisagras.  Todas las fuerzas de reacción se trasmiten directamente desde el sistema rotor a través del mástil de rotor principal vía la caja de cambios en el fuselaje. La construcción de la cabeza de rotor es bastante simple, el número de piezas ha sido reducido aproximadamente un 20% de un sistema convencional o articulado, ya que se omitieron componentes como las bisagras de arrastre y las bisagras de aleteo.  La caja de cambios de rotor principal es una caja de cambios de reducción de peso ligero de tres etapas fabricada por ZF (Zahnradfabrik Friedrichshafen). Fuselaje La estructura del fuselaje es una construcción convencional semimonocasco hecho en un concepto de diseño modular, principalmente consiste en hojas de metal aluminio. La coraza inferior, puertas, carenado del motor y los paneles de acceso están conformados de materiales compuestos.  La cabina es accesible mediante seis puertas: dos puertas con bisagras para la tripulación, dos puertas corredizas para los pasajeros y dos puertas cóncavas para el compartimiento trasero. Sistema Rotor de cola El helicóptero está equipado con un cono de cola de dos palas semirrígidas. Las palas están hechas de plástico reforzado con fibra de vidrio (GRP). El rotor de cola está montado a un cono de cola de láminas de aluminio peso ligero hecho en una construcción semimonocasco y controlado mediante varillas encaminadas desde los pedales a la entrada de la cabeza de rotor de cola de titanio. Controles de Vuelo El rotor principal es controlado por las varillas y por manivelas, conectado desde los elementos de controles vía la cubierta lateral de la cabina al sistema hidráulico ubicado en la plataforma de transmisión.  El sistema hidráulico es un sistema tándem, el cual consiste en dos sistemas separados, los que operan independientemente de cada uno (sistema a prueba de fallas). Bajo condiciones operacionales normales solo un sistema (sistema principal n.1) funciona como un sistema alimentador, el segundo sistema (sistema de repuesto n.2) permanece en espera. En el caso de una falla en el sistema principal, inmediatamente será reemplazado por el sistema de repuesto de manera automática para asegurar una operación y aterrizaje seguro.  **Tren de Aterrizaje**  El Bo 105 tiene dos tubos de cruz y dos patines. Los tubos de cruz están construidos para absorber (al doblarse) las fuerzas durante el contacto a tierra del helicóptero. |

**SECTION 4. QUESTIONS AND COMMENTS**

We also need to check your capacity to spot potential issues beforehand.

In the table below, please list your questions and comments in relation with this test:

1. Challenging sections from the source text or sections you are unsure of should be copied or inserted into the **Source Text** column.

2. Write your translation in the **Target Text** column.

3. Doubts and comments should be written in English.

|  |  |  |
| --- | --- | --- |
| Source Text | Target Text | Question / Comment  (in English) |
| …and two clamshell doors for the rear compartment. | ... dos puertas cóncavas para el compartimiento trasero. | In this extract the term used is “clamshell” which literal translation is not accurate in Spanish, then I replaced for “cóncavas” (concave). |
| Flap and lead**-** lag movement is accomplished by the elasticity of the blades. | Mediante la elasticidad de las palas se logra el movimiento de la aleta y de adelanto-retardo (lead-lag). | In this extract I concluded that doing an order transposition would help to deliver the message in a better way. |
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**SECTION 5. REFERENCES**

In the table below, please list the reference material you have consulted to carry out this test.

1. Please introduce the **Reference source** (including publisher and full title as appropriate) in the first column.
2. Specify if your reference source is general or specific. If specific, clarify which term or section the reference covers.

|  |  |
| --- | --- |
| Reference Source | General / Specific (Term) |
| Diccionario Inglés-Español para Pilotos Primera Edición 2018 (<https://www.dgac.gob.cl/wp-content/uploads/2018/10/Diccionario_Ingl-Esp_para_Pilotos_2018.pdf>) | General |
|  |  |
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Thanks!