

# NSA PHOTOSEQUENCE 3: JAVELIN THROW – FATIMA WHITBREAD

Sequence by Helmar Hommel (© Hommel AVS 1988), comments by Fatima Whitbread.

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- Born March 3rd 1961: 1.68m; 68kg
- Former World Record Holder 77.44m (1986)
- Gold medalist at the II World Championships in Athletics in Rome

The sequence shows her winning throw at the World Championships: 76.64m

Although this throw of 76.64 meters was the third longest throw in the history of the event, there were several technical points which could have been executed to a higher standard.

The approach was fast and controlled but lacked sufficient knee lift which effectively made me “sit” rather than “stay tall”.

Withdrawal was smooth, but as the shoulders started to turn to the side, the feet naturally turn out, unfortunately the right foot in frame 22 has turned too much. The right foot needed to be more frontal to enable me to move more quickly with the left leg.

The cross step, although dynamic, is too high and long, which results in my left leg (Frame 29) only just in line when the right foot is landing. Ideally, the left leg should have been moving further ahead.

The right foot in frames 31, 32, 33 has been lazy, consequently the foot and knee do not pivot vigorously enough.

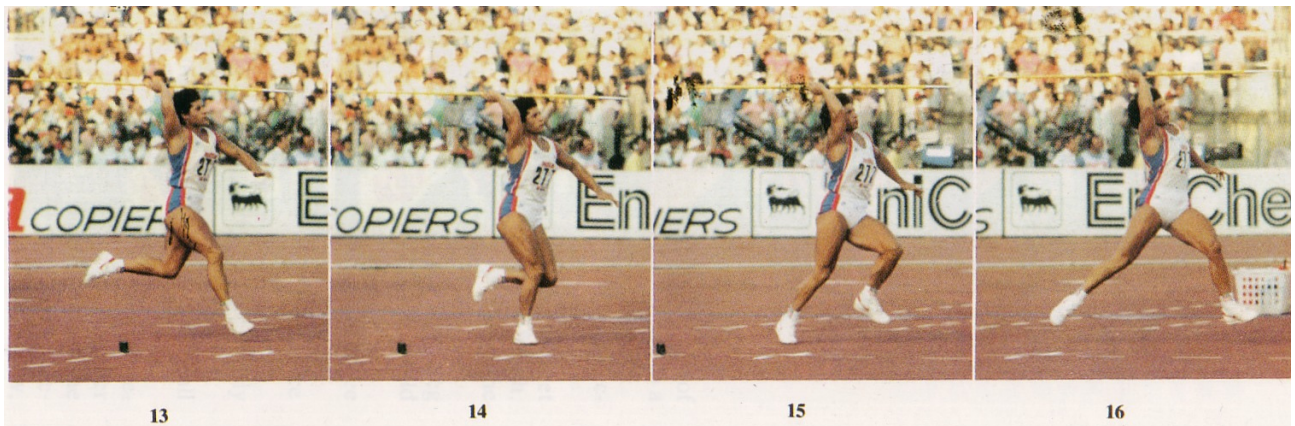
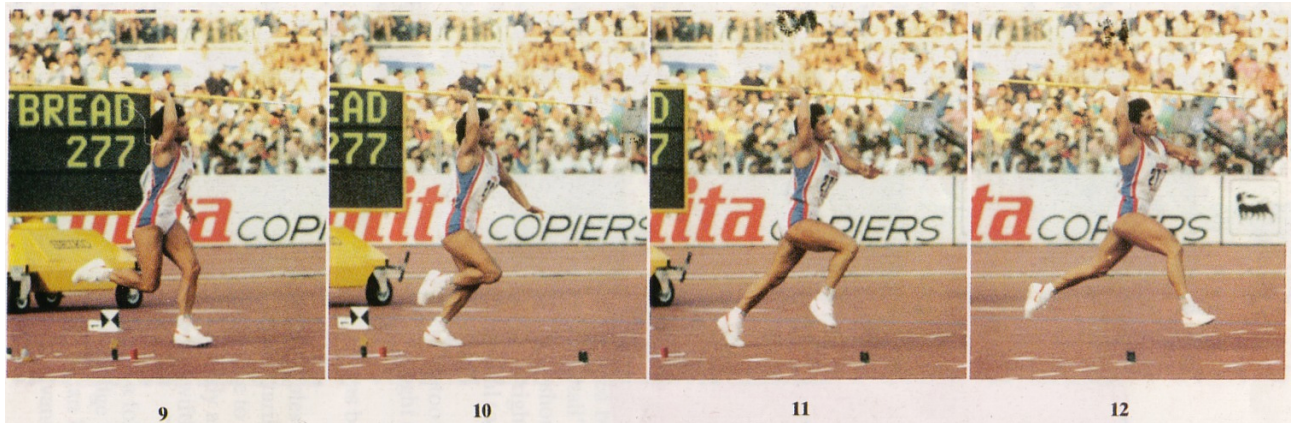
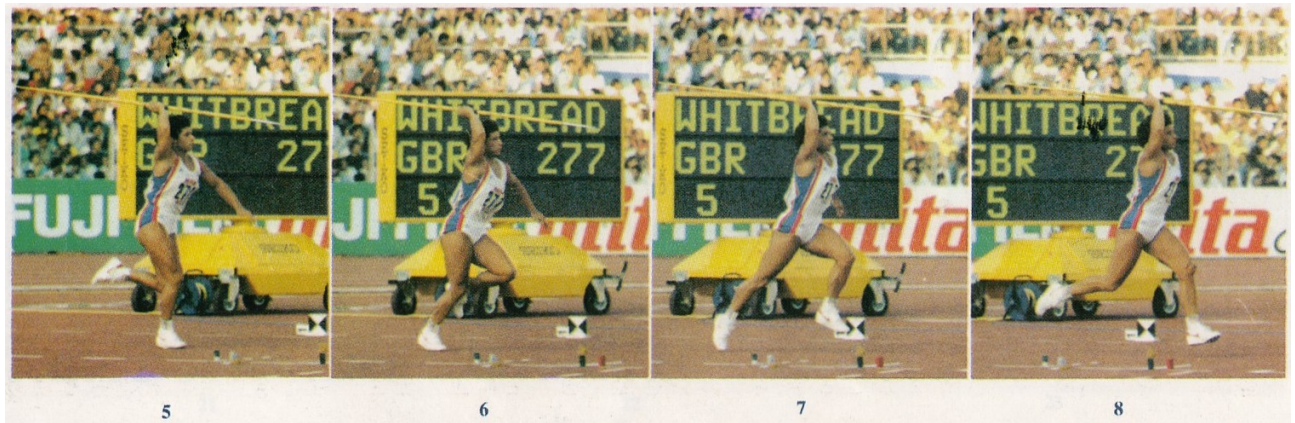
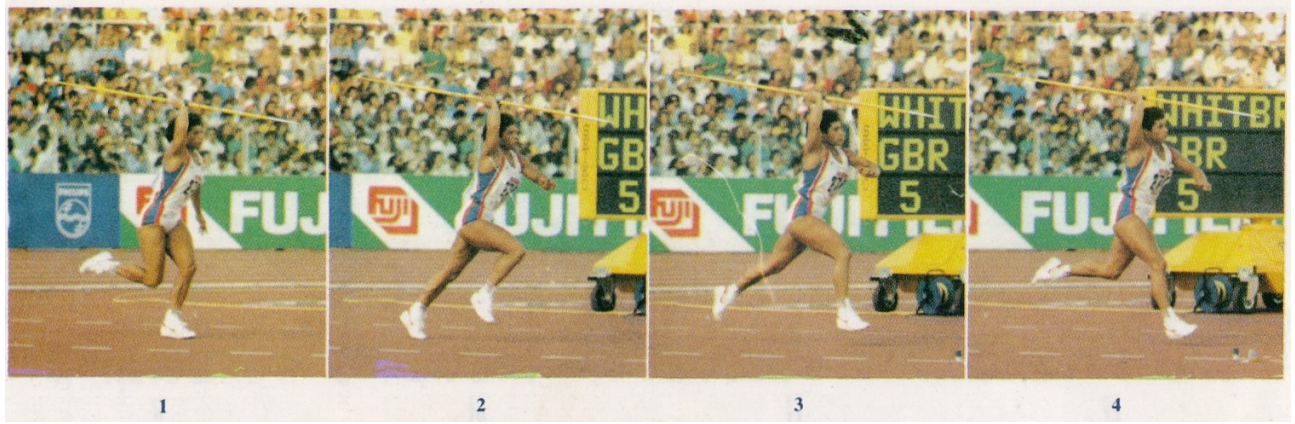
Fortunately my overall strength enables the upper part of the body to gain more and more speed and the arm is momentarily left behind (Frame 34).

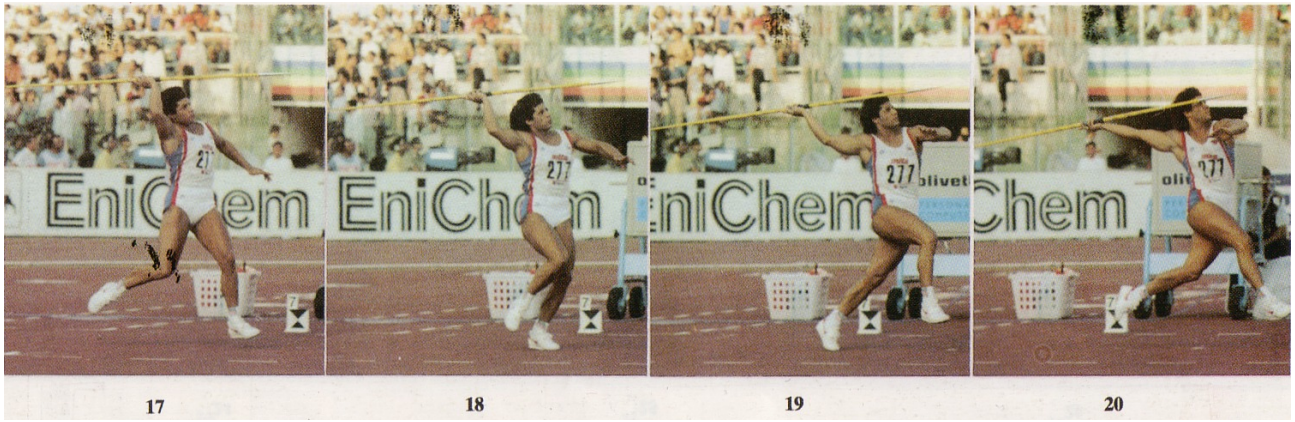
The left leg, although losing speed due to the first step being too high, lands slightly bent (Frame 35) then straightens quickly and the body moves over the left foot.

The right shoulder has moved very swiftly forward and upward and the arm at full stretch strikes the javelin.

This throw had the disadvantage of a following wind. This means there was a reduction of “lift”. It is common knowledge with the women’s javelin that the greater the surface area of the javelin which can be seen from the ground looking up, the more the javelin will be able to take advantage of the “lifting” effect to “float” especially in the second half of the flight.

F.W.







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31



32



33



34



35



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37



38



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