

Analysing and Correcting Your Technical Faults

Your first task is to **identify the problem** you are having in hitting the shuttle. The first indication you will have if something is wrong is that your movement doesn't feel right – it may be too slow, awkward or lacking in control; or in what happens to the shuttle – it doesn't go where you want it to go.

You will need to know your strokes quite thoroughly to analyse them and correct your faults. If you are not quite sure about a particular stroke then refer to chapter 9 and read up on the stroke you are having problems with. Each stroke has been written out to show clearly its parts in order from the time you set off to travel into position to hit the shuttle to the time you return into position to cover your opponent's possible replies.

This is how I would try to solve a technical problem.

PROBLEM

The shuttle travels horizontally when I smash, I find it difficult to hit it down steeply.

DIAGNOSIS

The hitting position was correct before the hit which means that I was then behind the shuttle and was able to hit it downwards. I stepped forwards just before I hit the shuttle which would have altered my hitting position slightly. I would now be under the shuttle instead of behind it and this would mean that my racket face was pointing forwards and not downwards on impact with the shuttle. This would also account for my loss of power as, during the throwing action, the racket head would not have gained maximum speed before impact.

ANALYSIS

Stroke move:	forehand smash
Court Starting Position	OK.
Approach Travel Phase	OK.
Hitting Position	OK.
Stroke-Cycle	
<i>throwing action</i>	
RACKET STARTING POSITION	OK.
HITTING PHASE	OK.
<i>grip</i>	OK
<i>racket head control</i>	slightly less power than usual.
<i>racket face use</i>	hit the shuttle horizontal instead of downwards.
<i>racket recovery</i>	OK.
Recovery Travel Phase	seem to step forwards just before I hit the shuttle.
New Court Position	OK.



CORRECTION

Do not step forwards to begin the recovery travel phase before I have hit the shuttle. Maintain my hitting position and stay behind the shuttle until after impact.

PRACTICES

Ask my practice partner to 'feed' shuttles one at a time for me to practise maintaining my hitting position until after I have hit the shuttle. Ask him to feed them so that they fall in front of me to make sure I will be behind the shuttle. Once I have got the correct feel of the stroke he can feed the shuttle higher and deeper so that I have to travel backwards into the hitting position.

COMMENT

If this does not work repeat the complete analysis process and examine each part of the stroke to be

sure that each one is satisfactory. If this is difficult, refer to the stroke in chapter 9 and examine it carefully to remind yourself of all the parts. Even then you may have to try out several different corrections before you find the right one. Do not be put off by this; it is quite usual for this to occur.

When I am coaching I always go through this procedure. I may find the faults and their corrections more quickly than you will but that comes from lots of experience. But even then I will expect to make the wrong diagnosis occasionally and have to repeat the procedure. All coaches experience this at some time or other and if they do then you should expect to also.

When analysing and making corrections try not to confuse yourself by making too many corrections at the same time. The general rule is: **Keep it simple by working on one correction at a time.**