# Falcon BMS Keystroke File

## Introduction:

I found it always pretty hard to go through the key settings to find a specific function. In most cases it's due to lack of clarity and a missing segmentation. For this reason I decided to create a new keystroke file from scratch. Many did it before, but the output was not really suitable for me (and maybe others). But while continuing my work I realized, that there are even more things to do. E.g. the keyboard layout.

Since the beginning of community modded Falcon versions we are using more or less the same key settings. If you take a closer look to the keyboard layout (even in BMS) you may realize, that the settings are not very logical.

When BMS was introduced to the public it became soon clear, that many things regarding to the game itself have changed. I don't mean the "look and feel" of this software. The difference is: BMS has in opposite to other current Falcon versions a real future. And so I decided to revamp the key layout as well.

The main idea behind this project was to categorize the key file by using „headlines" and strict naming conventions. It should be easily possible, to navigate through the key file and to find things quick. Therefore the description of each callback is following some rules which will be described below.

The keyboard layout has changed in many ways and is not comparable to any other versions before. If you expect to use it without any work which have to be done by yourself, you are definitely on the wrong track.

Because of there's a lot of hard work (mostly brain work) and testing in it (every callback is tested properly) I think it's worth to share it.

I hope, you'll enjoy it.

Kolbe

## Index:

## Categories & Sections:

I divided the key file into different categories and sections. I have to admit, it was also done before. The difference is that you can see the section names in the key file. While scrolling down (this happens sometimes too quickly, to find a specific function easily) you will now have some eye catchers.

The categories and sections are meant to act like a headline. Even in the newspapers you will look for the headlines in the first place. Each category has a group of sections. As an example the LEFT CONSOLE is the category of the following sections:

TEST PANEL, FLT CONTROL PANEL, MANUAL TRIM PANEL, FUEL PANEL etc.

The categories and sections are easily recognizable in the code:

Category example (Key file content / UI output):

SimDoNothing -1 0 0XFFFFFFFF 0 0 0 **-1** " LEFT CONSOLE"


Section example (Key file content / UI output):

SimDoNothing -1 0 0XFFFFFFFF 0 0 0 **-1** "========== TEST PANEL ==========”


Each description between the quotes has a length of 37 characters and as much “**=**” as possible.

The categories and sections are set to value **-1**, so they are visible in the UI, not changeable and with a blue background color.

In the key file itself I used the following lines for easy navigation:

#=====================================================================

They are set before and after each category and section. They are not shown in the UI, because they are out commented. Unfortunately you will lose all out commented stuff (with a # at the beginning) once you saved the file in the UI. So it is recommended to keep a backup of the original file.

But after a while you should be easily able to navigate in the key file without these borders. This feature is just for the ones, who are not familiar with editing keystroke files.

Non categorie & section lines in the UI:

Non changeable keys example:

SimDoNothing -1 0 0XFFFFFFFF 0 0 0 **-0** "BMS Keystrokes Ver. 1.3 - Pit"

| | |
|---|---|
| No Key Assigned | BMS 4.32: Keystrokes Ver. 1.3 - Pit |

Changeable keys example:

SimRadarElevationUp -1 0 0XFFFFFFFF 0 0 0 **1** "TQS: ANT ELEV Knob - Tilt Up"

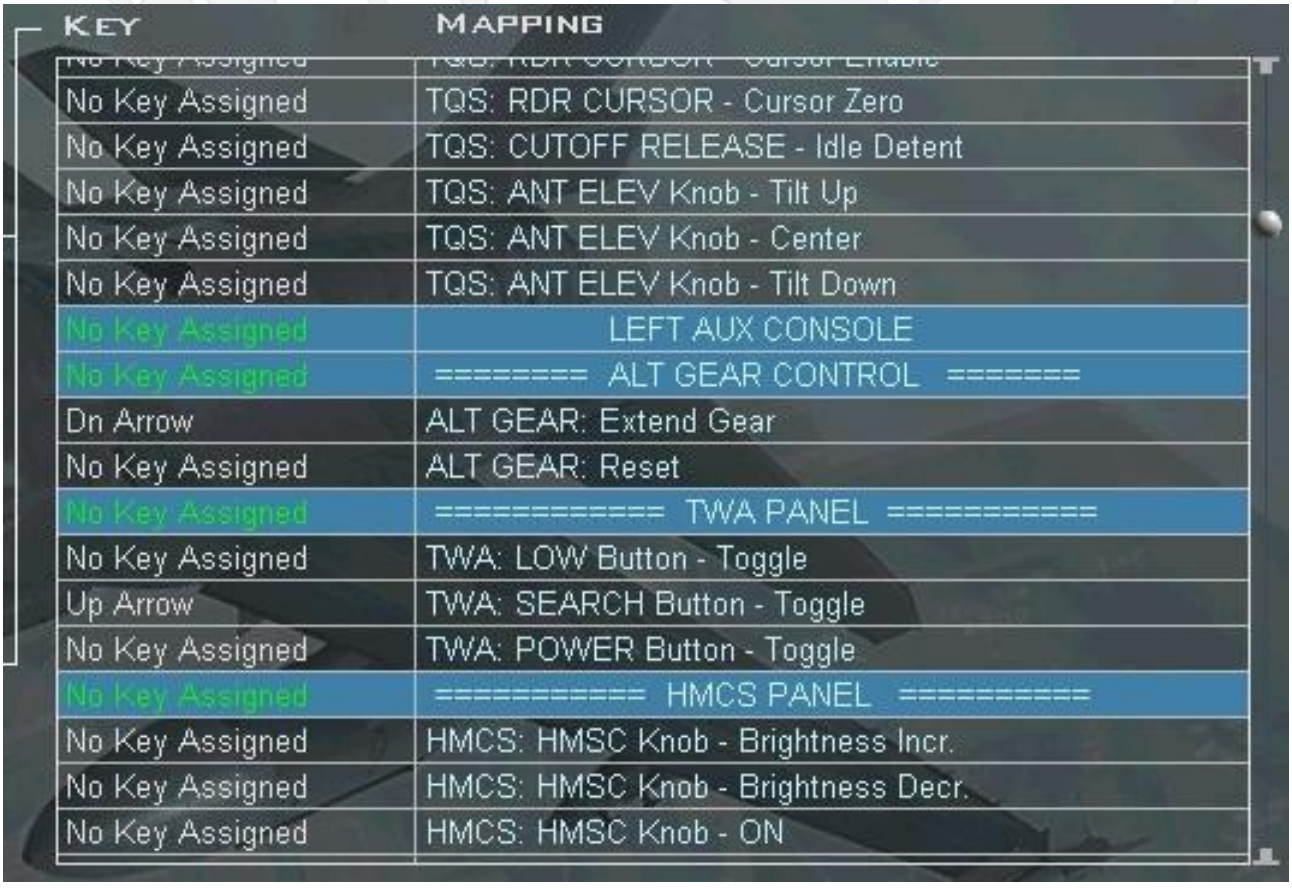
| | |
|---|---|
| No Key Assigned | TQS: ANT ELEV Knob - Tilt Up |

Invisible keys example:

CommandsSetKeyCombo -1 0 0X2C 2 0 0 **-2** "Key Combination"

<- This is a screenshot. Believe me ☺

The UI will look like this:



The categories and sections follow basically the arrangement made by Red Dog. So you will start in the pit at the rear left side, go to the front and then to the rear right side. Also the mentioned “outdated” and “not implemented” callbacks are not to find in this key file.

But there are some differences. I sorted the callbacks in the sections and the sections itself more logical and gave them more correct names.

For more info about the categories and sections see the overview at the end of this manual.

## The Terms:

Due to the reason, that the description line is limited to 37 characters, I had to accept some compromises. But in most cases you will find the description as it was meant to be.

The description was divided into three separate terms: 1. Term: 2. Term – 3. Term

1. Term: Short form of the section name followed by a colon.
2. Term: Correct designation of the switch / button / wheel / knob etc. followed by a dash.
3. Term: Correct designation of the positions / states of a switch / button etc.

   or: Short description of the function

Examples:

AUX: CNI Knob – Toggle
GEAR: HOOK Switch – DN

In some cases it doesn’t make sense to divide the description into three terms. So you will also find descriptions with only two terms. Then it will be like this: 1. Term: 3. Term

Examples:

RADIO: AWACS Menu
SIM: Exit Sim

### 1. Term:

As mentioned above the 1. Term is a short form of a section name. Sometimes it’s easily done. For the TEST Panel for example it is just TEST. But you have some sections, where you have to be careful with names giving. EXT LIGHTING panel (LEFT CONSOLE) and LIGHTING panel (RIGHT CONSOLE) for example. The term for EXT LIGHTING is „EXT“ and for LIGHTING it is „LIGHT“ in this case.

If possible this term has not more than 4 or 5 characters. But sometimes they have more.

Each first term is unique in the key file and describes only one section. So it is also possible, only to look at the first term while scrolling down the key file in the UI. You will easily find what you need.

**2. Term:**

The 2nd term describes a switch / button / wheel or knob. In most cases you will find the correct designation as it is named on the panel.

Examples: HSI CRS, 2-ALOW, MAIN PWR…

It is followed by the type. The types are:

Buttons: e.g. ICP buttons on the ICP

Switches: e.g. MASTER ARM Switch on MISC panel

Wheels: e.g. PITCH Wheel on the TRIM panel

Knobs: e.g. ENG FEED on FUEL panel

Handles: e.g. EJECT Handle

**3. Term:**

The third term describes a function or the positions / states of a switch, knob etc.

For cockpit builders you will often have things like „ON“, „OFF“ etc. But there are other functions of course (e.g. Night vision On).

To distinguish the different functions I used for their description the following designations:

Push (for buttons):

Pushing a button describes a single action.

(e.g. ICP Buttons)

Hold (for buttons and switches):

As long as you hold the button or switch, it is active. If you release the button or switch, it is inactive.

(e.g. EPU GEN Switch)

This one is also for functions, which need a long input to become active. E.g. the EJECT Handle

Release (for buttons):

Release action for pushbuttons.

(e.g. MAL & IND LTS Button)

Toggle (for switches, knobs, buttons and functions):

Toggles through two (!) states of a switch, knob, button or function. Toggle forward and toggle back (E.g. ON / OFF).

Toggle Up / Down (for knobs, wheels & switches):

This is meant to toggle between 3 or more states of a switch, function etc. Toggling up brings you to the last state and ends there. Vice versa for toggle down.
(first position/ON – AUTO – OFF/last position) & (last position/OFF – AUTO – ON/first position)

Cycle Up / Down (for switches and knobs):

It cycles a switch position up. When in the last position, it begins automatically at the first position and so on. (Vice versa for cycle down)

(ON – AUTO – OFF – ON – AUTO…) & (ON – OFF – AUTO – ON – OFF…)

Cycle (for switches and knobs):

Same as above but only in one (!) direction. You cannot cycle in the opposite direction, because there is no callback for it.

(ON – AUTO – OFF – On – AUTO…)

Increase / Decrease (for knobs and wheels):

Incr. / Decr. is only used for knobs and wheels which change brightness, volume, degree values or pressure. It is also used for FOV.

(Increase Brightness / Decrease Volume…)

States / Positions (for knobs & switches):

This is the pit builders play yard. You will often find stuff like ON, OFF etc. There will be no further explanation of what this switch is used for. It names only the specific state.

Function:

Describes a specific function, e.g. Sím Exit.

Sometimes I had to keep the description short. So there are some short forms. These are:

Tog. (Toggle)

Cyc. (Cycle)

Inc. (Increase)

Dec. (Decrease)

Dn (Down)

Btn. (Button)

U (Up – lol, just kidding… ☺ )

## Upper case vs. lower case:

All categories and sections are written always in upper cases. (LEFT CONSOLE, VIEWS…)

The first term is always written in upper cases. (TEST, OXY…)

If the second term referres to a switch / button etc. in the cockpit, it is always written in upper cases. (MAIN PWR / PARKING BREAK…)

If the positions / states are referring to a corresponding switch / button etc in the Pit, it is always written in upper cases. (ON / OFF / **UP** / DN…)

All other words begin only with an upper case. (Increase / Toggle / **Up**…)

So what is the difference between **UP** and **Up**? It's quite simple. Everything you can read in the Pit is written in upper cases.

## Double entries / Specifics:

There are two callback functions, which are present at two different locations. These are:

AFResetTrim (Reset Trim):

There are no cockpit switches for that function in a real F-16. Nonetheless this callback is implemented into Falcon most likely due to comfort reasons. The pilots might look for it at two different locations. That's the reason, why you can find the Trim Reset twice.

You can find it in the MANUAL TRIM section and in the FLIGHT STICK section. You can change the key setting only in the TRIM section. The state of the callback in the STICK section is visible, not changeable with no keys assigned. You will be referred to the TRIM section there, if you want to change the keys.

SimPickle:

Here we have two different locations, where you can shoot a weapon. The FLIGHT STICK (Pickle) and the MISC ARM PANEL (ALT REL Button). You can change the callback only in the STICK section. The ALT REL Button works without any callback! It is only visible (not changeable) in the UI to keep the key file complete.

The TRIM Reset function in the STICK section and the ALT REL Btn. on the MISC Panel are assigned to the callback SimDoNothing.

## Key settings:

As mentioned in the introduction the key settings are not comparable to other common versions before. While removing systematically all old and outdated or not working callbacks (except of kneeboard for example, which will hopefully be implemented in one of the next updates) I realized soon, that there are a lot of free keys to map other callbacks.

So I decided to remap almost everything.

Important callbacks which you will need often are easy accessible. Cockpit callbacks are grouped panel by panel. It is possible to perform a complete ramp start without using the mouse in the cockpit.

The key settings are optimized for HOTAS owners, especially TM Cougar.

There are a lot of functions where no keys are assigned. These are mostly the functions which are relevant for pit builders e.g. full state callbacks.

### Different key files:

There are four different key files which use the same layout.

1. BMS_Keystrokes_Ver._1_4_Full

   This is the full version of the key file with all callbacks.

2. BMS_Keystrokes_Ver._1_4_Pitbuilder

   This version is for pit builders. All toggle / cycle callbacks for switches / knobs which have full state callbacks are removed.

3. BMS_Keystrokes_Ver._1_4_Basic

   This is the “light” version of the “Full” key file. All full state callbacks are removed. If you are not a pitbuilder and use cycle / toggle functions instead, this is the file for you.

4. BMS_Keystrokes_Ver._1_4_Blank

   This is the Full version but with no keys assigned, except the comms menus (Tanker, AWACS…) and Exit Sim. All other other callbacks are set to visible / changeable.

The above versions (except Blank) are using the key settings which can be found in the keyboard layout files.

**Key file options:**

There are some callbacks you may miss in the key file e.g. 3rd and 4th MFD and outdated callbacks. All these callbacks are put into the keyfile_options.key along with a description how to insert them into the main key file.

There is also a section for the numpad settings for the ICP. I used the 1=1 / 7=7 setting by default. If you want the 1=7 / 7=1 setting, the code lines and a description are also in that file.

You can edit the key files with the standard Win editor or any other comparable program.

**TrackIR & TeamSpeak:**

A common weakness of any keyboard layout is the fact, that they don't corporate 3rd party software like TrackIR or TeamSpeak. This is not an exclusive issue with Falcon keystrokes only.

TrackIR uses some keys by default. These are e.g. F8 (TrackIR precision) or more important F12 (TrackIR recenter). These default keys along with BMS specific functions like TrackIR reload are incorporated into the key file. Note: You can change the key for TrackIR Recenter at two different locations. The UI in BMS and the TrackIR UI. In case of mapping two different keys for recenter, both are working.

Regarding to VoIP software like TeamSpeak (should be the most common) you don't have default keys for PTT or broadcast functionality. These keys have to be set manually in the TS UI. You can see the keys in my layout as suggestions. Of course you can map them to any key you want.

Except of TrackIR reload and TrackIR Recenter all keysettings for TrackIR and TS are mapped to the callback SimDoNothing, so you can find them in both, the key file itself and the keyboard layout.

**Keys vs. Mouse (right / left click, scroll wheel):**

Nearly all wheels & knobs (except e.g. wheels on TRIM Panel) can be turned either using the mouse buttons or the mouse wheel (clockwise – left btn. or mouse wheel up / counterclockwise – right btn. or mouse wheel down ).

For cycle, toggle and toggle up/down callbacks you have to use the right and left mouse button. (With some exceptions)

For pushbuttons you need only the left mouse button.

## DirectX:

DirectX is implemented in the key file for the TM HOTAS Cougar and the TM Cougar MFDs. For the HOTAS you will have a shifted and an unshifted layer. It uses the work of Dunc who gave me his kindly permission to use his DirectX part.

You can find the DirectX code lines at the end of the key file.

To use the DirectX part with your TM Cougar it is recommended, to utilize the .tmm and .tmj files made by Dunc. Read his description carefully and take also a look at his readme.

**General notes:**

Windows counts the buttons from DX 1 to 32, BMS counts the buttons from DX 0 to 31. It is assumed that you have plugged in the Hotas Cougar as your 1st DX device in Windows, and the MFDs as 2nd (left) and 3rd (right) device.

The 1st DX device buttons will be 0 to 31 (HOTAS Cougar),

the 2nd DX device buttons will be 32 to 63 (Left MFD),

the 3rd DX device buttons will be 64 to 91 (Right MFD),

...and so on, each DX device starts +32.

The 1st number after the function name is the DX button number, the rest of the line is always the same and irrelevant for us.

SimDoNothing **0** -1 -2 0 0x0 0

If you use other devices, simply do the math for moving the button numbers around.

For DX to work properly, you HAVE to make sure that the Falcon BMS config file includes the following setting:

set g_bHotasDgftSelfCancel 1
(This is set to 0 by default, so please change it)

Hints for shifted layer:

Pressing Pinky/S3 + some button will result in a DX number which is "original DX button number + 256". So e.g. the Uncage button - which is Win DX24 / BMS DX23 by default - will become BMS DX23+256 = DX279 here.

Shifted buttons that should do THE SAME as the unshifted ones do NOT need to be mapped at all.

Shifted buttons that should do NOTHING at all (hence only work as unshifted buttons) need to be mapped to "SimDoNothing".

NOTE: for the DX shifting to work properly, you HAVE to make sure that the Falcon BMS config file includes the following setting:

set g_nHotasPinkyShiftMagnitude 256
(this should be there by default, please just crosscheck)

**TM HOTAS Couger DX button mapping – Unshifted layer (without holding Pinky/S3):**

TG1 (Win DX1 = BMS DX0):

SimTriggerFirstDetent 0 -1 -2 0 0x0 0

Pickle/S2 (Win DX2 = BMS DX1):

SimPickle 1 -1 -2 0 0x0 0

Pinky/S3 (Win DX3 = BMS DX2):

SimHotasPinkyShift 2 -1 -2 0 0x0 0

Paddle/S4 (...and so on...):

SimAPOverride 3 -1 -2 0 0x0 0

MslStep/S1:

SimMissileStep 4 -1 -2 0 0x0 0

TG2:

SimTriggerSecondDetent 5 -1 -2 0 0x0 0

TMS/H2:

SimTMSUp 6 -1 -2 0 0x0 0

SimTMSRight 7 -1 -2 0 0x0 0

SimTMSDown 8 -1 -2 0 0x0 0

SimTMSLeft 9 -1 -2 0 0x0 0

DMS/H3:

SimDMSUp 10 -1 -2 0 0x0 0

SimDMSRight 11 -1 -2 0 0x0 0

SimDMSDown 12 -1 -2 0 0x0 0

SimDMSLeft 13 -1 -2 0 0x0 0

CMS/H4:

SimCMSUp 14 -1 -2 0 0x0 0

SimCMSRight 15 -1 -2 0 0x0 0

SimCMSDown 16 -1 -2 0 0x0 0

SimCMSLeft 17 -1 -2 0 0x0 0

Cursor Enable/T1:

SimCursorEnable 18 -1 -2 0 0x0 0

Radio Switch/T2-T5:

SimTransmitCom2 19 -1 -2 0 0x0 0

SimTransmitCom1 20 -1 -2 0 0x0 0

SimCommsSwitchRight 21 -1 -2 0 0x0 0

SimCommsSwitchLeft 22 -1 -2 0 0x0 0

Uncage/T6:

SimToggleMissileCage 23 -1 -2 0 0x0 0

Dogfight/T7-8:

SimSelectSRMOverride 24 -1 -2 0 0x0 0

SimSelectMRMOverride 25 -1 -2 0 0x0 0

Speedbrakes/T9-10:

AFBrakesOut 26 -1 -2 0 0x0 0

AFBrakesIn 27 -1 -2 0 0x0 0

TRIM hat/H1:

The TRIM hat/H1 will NOT be mapped here, hence it will default to POV changes. We will use the SHIFTED layer on the POV for TRIM later.

**TM HOTAS Couger DX button mapping – Shifted layer (with holding Pinky/S3):**

TG1 (Win DX1 = BMS DX0+256 = BMS DX256):

SimDoNothing 256 -1 -2 0 0x0 0

Pickle/S2 (Win DX2 = BMS DX1+256 = BMS DX257):

AFResetTrim 257 -1 -2 0 0x0 0

Pinky/S3 (Win DX3 = BMS DX2+256 = BMS DX258):

SimHotasPinkyShift 258 -1 -2 0 0x0 0

Paddle/S4 (...and so on...):

SimEject 259 -1 -2 0 0x0 0

MslStep/S1:

SimFuelDoorToggle 260 -1 -2 0 0x0 0

TG2:

SimDoNothing 261 -1 -2 0 0x0 0

TMS/H2:

FOVToggle 262 -1 -2 0 0x0 0

SimHSIModeInc 263 -1 -2 0 0x0 0

SimAVTRToggle 264 -1 -2 0 0x0 0

SimHSIModeDec 265 -1 -2 0 0x0 0

DMS/H3:

OTWSelect3DCockpitMode 266 -1 -2 0 0x0 0

OTWSelectOrbitMode 267 -1 -2 0 0x0 0

OTWSelect2DCockpitMode 268 -1 -2 0 0x0 0

OTWSelectHUDMode 269 -1 -2 0 0x0 0

CMS/H4:

SimHmsSymWheelUp 270 -1 -2 0 0x0 0

SimExtlPower 271 -1 -2 0 0x0 0

SimHmsSymWheelDn 272 -1 -2 0 0x0 0

SimECMOn 273 -1 -2 0 0x0 0

Cursor Enable/T1:

SimEmergencyJettison 274 -1 -2 0 0x0 0

Radio Switch/T2-5:

AWACSDeclare 275 -1 -2 0 0x0 0

AWACSRequestPicture 276 -1 -2 0 0x0 0

SimDoNothing 277 -1 -2 0 0x0 0

SimDoNothing 278 -1 -2 0 0x0 0

Uncage/T6:

SimThrottleIdleDetent 279 -1 -2 0 0x0 0

Dogfight/T7-8:

(Unmapped, they should ALWAYS use unshifted functionality, just listed here for reference.)

SimDoNothing 280 -1 -2 0 0x0 0

SimDoNothing 281 -1 -2 0 0x0 0

Speedbrakes/T9-10:

(Unmapped, they should ALWAYS use unshifted functionality, just listed here for reference.)

SimDoNothing 282 -1 -2 0 0x0 0

SimDoNothing 283 -1 -2 0 0x0 0

TRIM hat/H1:

(Has its own syntax. Please just believe me that this section is ok, a full explanation is available in the "DX Shifting" docu).

We map TRIM for the SHIFTED layer here. There is no need to map the UNSHIFTED stuff (POV change), because BMS will automatically use POV for ALL unmapped/unused layers by default.

AFElevatorTrimUp 2 -1 -3 0 0x0 0

SimDoNothing 2 -1 -3 1 0x0 0

AFAileronTrimRight 2 -1 -3 2 0x0 0

SimDoNothing 2 -1 -3 3 0x0 0

AFElevatorTrimDown 2 -1 -3 4 0x0 0

SimDoNothing 2 -1 -3 5 0x0 0

AFAileronTrimLeft 2 -1 -3 6 0x0 0

SimDoNothing 2 -1 -3 7 0x0 0

**TM MFD Cougar DX button mapping – Left MFD:**

Left MFD: OSBs 1 to 20:

SimCBEOSB_1L 32 1025 -2 0 0x0 0

SimCBEOSB_2L 33 1026 -2 0 0x0 0

SimCBEOSB_3L 34 1027 -2 0 0x0 0

SimCBEOSB_4L 35 1028 -2 0 0x0 0

SimCBEOSB_5L 36 1029 -2 0 0x0 0

SimCBEOSB_6L 37 1030 -2 0 0x0 0

SimCBEOSB_7L 38 1031 -2 0 0x0 0

SimCBEOSB_8L 39 1032 -2 0 0x0 0

SimCBEOSB_9L 40 1033 -2 0 0x0 0

SimCBEOSB_10L 41 1034 -2 0 0x0 0

SimCBEOSB_11L 42 1039 -2 0 0x0 0

SimCBEOSB_12L 43 1038 -2 0 0x0 0

SimCBEOSB_13L 44 1037 -2 0 0x0 0

SimCBEOSB_14L 45 1036 -2 0 0x0 0

SimCBEOSB_15L 46 1035 -2 0 0x0 0

SimCBEOSB_16L 47 1044 -2 0 0x0 0

SimCBEOSB_17L 48 1043 -2 0 0x0 0

SimCBEOSB_18L 49 1042 -2 0 0x0 0

SimCBEOSB_19L 50 1041 -2 0 0x0 0

SimCBEOSB_20L 51 1040 -2 0 0x0 0

Left MFD: SYM up/down:

SimDoNothing 52 -1 -2 0 0x0 0

SimDoNothing 53 -1 -2 0 0x0 0

Left MFD: CON up/down:

SimDoNothing 54 -1 -2 0 0x0 0

SimDoNothing 55 -1 -2 0 0x0 0

Left MFD: BRT up/down:

SimCBEOSB_BRTUP_L 56 1100 -2 0 0x0 0

SimCBEOSB_BRTDOWN_L 57 1101 -2 0 0x0 0

Left MFD: GAIN up/down:

SimRadarGainUp 58 -1 -2 0 0x0 0

SimRadarGainDown 59 -1 -2 0 0x0 0

**TM MFD Cougar DX button mapping – Right MFD:**

Right MFD: OSBs 1 to 20:

SimCBEOSB_1R 64 1045 -2 0 0x0 0

SimCBEOSB_2R 65 1046 -2 0 0x0 0

SimCBEOSB_3R 66 1047 -2 0 0x0 0

SimCBEOSB_4R 67 1048 -2 0 0x0 0

SimCBEOSB_5R 68 1049 -2 0 0x0 0

SimCBEOSB_6R 69 1050 -2 0 0x0 0

SimCBEOSB_7R 70 1051 -2 0 0x0 0

SimCBEOSB_8R 71 1052 -2 0 0x0 0

SimCBEOSB_9R 72 1053 -2 0 0x0 0

SimCBEOSB_10R 73 1054 -2 0 0x0 0

SimCBEOSB_11R 74 1059 -2 0 0x0 0

SimCBEOSB_12R 75 1058 -2 0 0x0 0

SimCBEOSB_13R 76 1057 -2 0 0x0 0

SimCBEOSB_14R 77 1056 -2 0 0x0 0

SimCBEOSB_15R 78 1055 -2 0 0x0 0

SimCBEOSB_16R 79 1064 -2 0 0x0 0

SimCBEOSB_17R 80 1063 -2 0 0x0 0

SimCBEOSB_18R 81 1062 -2 0 0x0 0

SimCBEOSB_19R 82 1061 -2 0 0x0 0

SimCBEOSB_20R 83 1060 -2 0 0x0 0

Right MFD: SYM up/down:

SimDoNothing 84 -1 -2 0 0x0 0

SimDoNothing 85 -1 -2 0 0x0 0

Right MFD: CON up/down:

SimDoNothing 86 -1 -2 0 0x0 0

SimDoNothing 87 -1 -2 0 0x0 0

Right MFD: BRT up/down:

SimCBEOSB_BRTUP_R 88 1098 -2 0 0x0 0

SimCBEOSB_BRTDOWN_R 89 1099 -2 0 0x0 0

Right MFD: GAIN up/down:

SimRadarGainUp 90 -1 -2 0 0x0 0

SimRadarGainDown 91 -1 -2 0 0x0 0

**Changing POV assignment:**

If you don't need the POV function and want to have the Trim function in the unshifted layer instead, just copy/past the following lines and overwrite the existing ones:

AFElevatorTrimUp 0 -1 -3 0 0x0 0

SimDoNothing 0 -1 -3 1 0x0 0

AFAileronTrimRight 0 -1 -3 2 0x0 0

SimDoNothing 0 -1 -3 3 0x0 0

AFElevatorTrimDown 0 -1 -3 4 0x0 0

SimDoNothing 0 -1 -3 5 0x0 0

AFAileronTrimLeft 0 -1 -3 6 0x0 0

SimDoNothing 0 -1 -3 7 0x0 0

## Overview categories / sections:

| Category | Section | Short form |
|---|---|---|
| LEFT CONSOLE | TEST PANEL | TEST |
| | FLT CONTROL PANEL | FLT |
| | MANUAL TRIM PANEL | TRIM |
| | FUEL PANEL | FUEL |
| | AUX COMM PANEL | AUX |
| | EXT LIGHTING PANEL | EXT |
| | EPU PANEL | EPU |
| | ELEC PANEL | ELEC |
| | AVTR PANEL | AVTR |
| | ECM PANEL | ECM |
| | ENG & JET START PANEL | ENG |
| | AUDIO 2 PANEL | AUDIO2 |
| | AUDIO 1 PANEL | AUDIO1 |
| | UHF PANEL | UHF |
| | MPO PANEL | MPO |
| | LEFT SIDE WALL | LEFT WALL |
| | SEAT | SEAT |
| | THROTTLE QUADRANT SYSTEM | TQS |

| Category | Section | Short form |
|---|---|---|
| LEFT AUX CONSOLE | ALT GEAR CONTROL | ALT GEAR |
| | TWA PANEL | TWA |
| | HMCS PANEL | HMCS |
| | CMDS PANEL | CMDS |
| | GEAR PANEL | GEAR |

| Category | Section | Short form |
|---|---|---|
| CENTER CONSOLE | MISC PANEL | MISC |
| | LEFT EYEBROW | EYE |
| | TWP | TWP |
| | LEFT MFD | LMFD |
| | ICP | ICP |
| | MAIN INSTRUMENT (CP) | MAIN |
| | INSTR MODE PANEL | INSTR |
| | FUEL QTY SEL PANEL | QTY |
| | RIGHT MFD | RMFD |

| Category | Section | Short form |
|---|---|---|
| RIGHT CONSOLE | SNSR PWR PANEL | SNSR |
| | HUD | HUD |
| | LIGHTING PANEL | LIGHT |
| | AIR COND PANEL | AIR |
| | ZEROIZE PANEL | ZERO |
| | AVIONICS POWER PANEL | AVIONICS |
| | OXYGEN PANEL | OXY |
| | FLIGHT STICK | STICK |

| Category | Section | Short form |
|---|---|---|
| MISCELLANEOUS | OTHER COCKPIT CALLBACKS | CKPIT |
| | NON F-16 COCKPIT CONTROLS | NON16 |
| | SIMULATION & HARDWARE | SIM |

| Category | Section | Short form |
|---|---|---|
| VIEWS | VIEW GENERAL CONTROL | VIEWGEN |
| | VIEW INTERNAL | VIEWINT |
| | VIEW EXTERNAL | VIEWEXT |

| Category | Section | Short form |
|---|---|---|
| RADIO COMMS | GENERAL RADIO OPTIONS | RADIO |
| | AWACS COMMS | AWACS |
| | ATC COMMS | ATC |
| | TANKER COMMS | TANKER |
| | WINGMAN COMMAND | WINGMAN |
| | ELEMENT COMMAND | ELEMENT |
| | FLIGHT COMMAND | FLIGHT |
| | FAC RADIO CALLS | FAC |

| Category | Section | Short form |
|---|---|---|
| DirextX<br>Note: Not visible in UI | HOTAS | |
| | LEFT MFD | |
| | RIGHT MFD | |

So here we are. I hope you find my work useful. You might also take a look at the keystrokes layout documents. Of course you are free to change both of them to your own liking. If you have any suggestions or found mistakes, please contact me.

I apologize for any mistakes (maybe phrase or spelling) I made. English is not my native language. But I gave my very best ☺

Thanks to DragonFly (49th) and Dunc (BMS) for reviewing this document and the key file.

Have fun…

Kolbe

49th Black Diamonds