

Reid F. McAllister Biography



Reid McAllister earned a Bachelor of Science degree in Mechanical Engineering at Villanova University (1983) and a Master of Science degree in Systems Engineering at Johns Hopkins University (1991). Prior to his government service, McAllister worked for his family's marine towing business. McAllister Towing & Transportation, established in 1864, celebrates 157 years in marine transportation with a fleet of more than 75 tugboats, ferries, crew boats and barges in 17 locations along the U.S. East Coast from Portland, ME to San Juan, PR. As a 5th generation McAllister, he started summering as a deckhand at the age of 16 on tug and barge units transporting 142,000 barrels of fuel oil from the mouth of the St. Lawrence River to oil-fired electric power plants and tank farms along the St. Lawrence River and on Lake Ontario, Lake Erie and Lake Huron. During the school year on winter and spring breaks, he served as deckhand aboard tugboats running lash barges between multiple mid-Atlantic ports. After graduation from Villanova, McAllister was a marine engineer at McAllister's Tug and Barge repair facility located in Jersey City NJ until his Father retired as President of McAllister Brothers' Towing.

In 1985, McAllister began his civil service at the Naval Surface Warfare Center, Carderock Division. Within a week of on-boarding, the Head of the Full-Scale Trials Branch put McAllister back at-sea which began a nearly 10 year span of conducting open-ocean hydrodynamic performance test and evaluation trials of U.S. Navy combatants such as battleships, aircraft carriers, cruisers, destroyers, amphibious and auxiliary ships and countless submerged operating envelop trials in SSN 637 and SSN 688 submarines as a NAVSEA certified Submarine Hydrodynamic Trials Director. Some of these T&E efforts helped shape and inform US Navy ship and submarine designs as part of President Ronald Reagan's 600 ship buildup during the Cold War.

In 2003, while serving as Lead Customer Advocate for PEO Aircraft Carriers and PEO IWS, McAllister self-initiated an ancillary effort of centralizing and coordinating his Command's unmanned systems related efforts as he recognized the importance and significant impact that Unmanned Systems would have on future naval warfare. As the demand signal grew for Carderock's unmanned systems expertise, facilities and processes, Mr. McAllister became Director, Integrated Unmanned Maritime Mobility Systems to focus on man-machine teaming and multi-domain capability across unmanned surface and large undersea platforms and the integration of air systems onto naval platforms.

To promote greater collaboration in the development of unmanned systems, Mr. McAllister co-established the Unmanned Vehicle and Autonomous Systems (UVAS) Working Group in 2015, under the leadership of NAVSEA Warfare Center Executive Director and Deputy Assistant Secretary of the Navy (DASN) for Unmanned Systems (UxS). The UVAS Working Group focuses to share capabilities across DoD and the Naval Research and Development Establishment (NR&DE) and its complex of partnering organizations to create a thriving high velocity learning enterprise that collaboratively exploits the Naval workforce's collective expertise. The result is to ensure the Naval Warfighter receives the most reliable and cost effective unmanned systems practical through vital partnerships with DoD, industry and academia. Since inception, the UVAS Working Group's membership has continuously grown. The UVAS Working Group membership now spans well over 1,600+ U.S. Government/Military personnel. Mr. Chris Egan of NUWC, Newport Division serves as co-lead to the UVAS Working Group with McAllister.