At St. Paul's, Graves was greatly liked for his good humor and his courage. In spite of his small size in those days, he took an enthusiastic part in sports: football, hockey, rowing and cross-country runs. In college and in after life he was known and valued by an ever-increasing number of friends both within and without his profession. At the news of his death, the men who had worked with him in the Chelsea Naval Hospital, twenty of them, contributed to a memorial to Graves, a painting of him, now in the Free Hospital for Women. As one of his friends has written in the article already quoted, "Those who knew him will remember him for his outstanding integrity, kindness, humor, sociability and sportsmanship. He leaves his many associates with a feeling that he has been robbed of many useful, happy years and that a true friend who can never be replaced has been taken from them."

Graves was married in 1934, to Alice Driver Brown. They had three children, Sidney Chase Graves, Jr., who was eight years old when his father died, Margareta Levering Graves who was six, and Alice Driver Graves who was four.

Thomas Hitchcock was 44 years old when he was killed flying a P-31 on a practice bombing mission. A friend who had worked for months under him in England wrote: "He was heroic in this war as he was in the last, because he could not be anything else. In this war it was different because it was the deliberate heroism of a man."

True as the statement is, the difference was one of degree, not of kind: from early boyhood Hitchcock was a fighter, who thought of others. He did not change; he grew.

At St. Paul's, before he was 17, he was President of the Sixth Form. Under Dr. Drury, he and J. G. Winant, then a master, did more than anyone else to make the Council system possible, by persuading the members of the secret societies to bring their organizations to an end for the good of the School. Before he left, in the early spring of 1917, Hitchcock was already known at St. Paul's not only for force and courage—he was an excellent athlete—but also for farsightedness and magnanimity.

Refused by our Army as too young, he went to France and joined the Lafayette Escadrille. He soon distinguished himself in several actions. Then in March, 1918, he was shot down, wounded, over Germany. After two months in a hospital, he escaped while being transported on a train, and, though his leg was not yet healed, he made his way on foot, in eight nights, across a hundred miles of hostile territory, till he reached the Swiss border. He was discharged from the Lafayette Escadrille, with the Croix de Guerre and four palms, one month before his nineteenth birthday.
He went to Harvard for a year, then spent a year at Oxford, returned to Harvard and graduated in 1922. In business, he had an active and successful career. He was married in 1928, to Margaret Mellon Laughlin, and they had four children, Louise, Margaret, Thomas and William Hitchcock.

Hitchcock's name is permanently associated with polo. Characteristically he cared far more for the game than he did for himself: he wanted others to have an opportunity to take part in it, and he insisted, not without success, on measures to develop players from other parts of the country than his own. For eighteen years, from 1921 to 1939, he had no superior at the game, and he played on five American international teams, all of them victorious. During those years, polo rose immeasurably in popularity, to a large extent due to Hitchcock's qualities as a player and as a man.

At the age of 43, three years after he had retired from polo, he succeeded (not the least of his achievements) in obtaining the pilot's rating refused him by the U. S. Army when he was 17. Love of adventure did not cause him to do this. He wanted the war won. He thought he could help find improvements in fighter planes, both in their construction and in their tactical use. He knew that improvements meant the saving of young lives. Two nephews of his were fighter pilots, and one of them, Thomas Hitchcock Clark, was killed in action in March, 1944.

Commissioned Major in February, 1942, he was at first assigned for duty in Washington. But soon, through Mr. Winant, he secured an appointment to London as Assistant Military Attaché for Air. Later he was promoted Lieutenant Colonel.

Part of Hitchcock's work in England was to visit the training, gunnery and advanced schools of the Royal Air Force. He not only visited, he took the courses himself, learned to fly Spitfires, scored first in an aerial gunnery course and mastered the tactics of modern fighter combat. He became Deputy Chief of Staff of the 9th Air Support Command in charge of tactical research and development.

As early as May, 1942, Hitchcock saw our Air Force's vital need of a fighter plane with longer range than any of the types yet in production. He believed that the need could be met by powering the Mustang air-frame with the Merlin two-stage engine. There was opposition to the idea, and Hitchcock returned to the United States to urge it, until it was adopted.

In December, 1943, he was given command of the 408th Fighter Group, one of the earliest groups flying P-51's. He was killed in line of duty in England, April 18, 1944, still engaged, as one of his posthumous citations states, "in research and exploration."