Claimed is:

1. A method of manufacturing a propeller having a plurality of blades, each of the plurality of blades having an intake portion, an exhaust portion, and a tip portion extending from the intake portion to the exhaust portion, the method comprising:

defining a plurality of parameter sections by selecting parameters including skew angle, roll angle, rake, radius, pitch angle, vertical angle, wherein the selected parameters redirect lift;

defining a parameter section at the transition from the intake portion to the tip portion by parameters to cause an amount of non-axial lift in the tip portion to be greater than an axial lift in the tip portion;

defining parameter sections to include a roll angle of 90 degrees in the tip portion; and

extrapolating between parameter sections to form smooth lines to form a blade configured to form a loop when attached to a hub.

2. The method of claim 1, comprising aligning the parameter sections along a non-helical median line.

3. The method of claim 1 or 2, further comprising forming the hub having a plurality of the blades extending outward from the hub and disposed around the hub.

4. The method of any one of the preceding claims, comprising defining one or more parameters for parameter sections in the exhaust portion to cause the amount of non-axial lift in the exhaust portion to be less than the non-axial lift in the tip portion.

5. The method of any one of the preceding claims, comprising selecting parameters including rake of parameter sections being increasingly negative from a root of the intake portion root through the first 30% to 40% of the blade, then increasing for the next 10% to 15% of the blade until it reaches positive values and continues to increase for an additional 20% to 40% of the blade and then level off for the remainder of the blade or decrease.

6. A propeller comprising:

a plurality of blades, each of the plurality of blades having an intake portion, an exhaust portion, and a tip portion extending from the intake portion to the exhaust portion;

a hub;

the plurality of blades extending outward from the hub and disposed around the hub;

each blade forming a loop;

each blade comprising a plurality of parameter sections having selected parameters including skew angle, roll angle, rake, radius, pitch angle, vertical angle, wherein the selected parameters redirect lift;

a parameter section at the transition from the intake portion to the tip portion defined by parameters to cause an amount of non-axial lift in the tip portion to be greater than an axial lift in the tip portion; and

a parameter section or area between consecutive parameter sections in the tip portion having a roll angle of 90 degrees.

7. The propeller of claim 6, comprising the plurality of blades each having an irregular helical median line

8. The propeller of claim 6 or 7, wherein the plurality of blades are configured so non-axial lift in the intake portion is less than the non-axial lift in the tip portion.

9. The propeller of any one of claims 6 to 8, wherein the plurality of blades are configured so an amount of non-axial lift in the exhaust portion is less than the non-axial lift in the tip portion.

10. The propeller of any one of claims 6 to 9, wherein the average pitch angle of the exhaust portion of the blade is greater than the average pitch angle of the intake portion.

11. The propeller of any one of claims 6 to 10, wherein a root of the intake portion is forward of a root of the exhaust portion when extending outward from the hub, and skew begins at zero and ends at a positive value.

12. The propeller of any one of claims 6 to 11, wherein pitch angle of the exhaust portion at its root is greater than pitch angle of the intake portion at its root.

13. The propeller of any one of claims 6 to 11, wherein a pitch angle of the exhaust portion at its root is less than a pitch angle of the intake portion at its root.

14. The propeller of any one of claims 6 to 13, wherein the tip portion has a 90 degree roll angle closer to the exhaust portion than to the intake portion.

15. The propeller of any one of claims 6 to 14, wherein in at least a portion of the tip portion of the blade before a 90 degree roll angle and toward the intake end of the tip portion, distance (N) to a parameter cross-section nose as would be measured perpendicularly from a rotational axis to which the blade extends outward is greater than distance (T) to a parameter cross-section tail as measured perpendicularly from the rotational axis; and wherein 80% of the tip portion has a roll angle of less than 90 degrees and N is greater than T for the same 80% of the tip portion.

16. The propeller of any one of claims 6 to 15, wherein the tip portion has a zero vertical angle throughout.

17. The propeller of any one of claims 6 to 16, wherein the parameter sections are planar.

18. The propeller of any one of claims 6 to 17, wherein the blades are configured so average non-axial lift is greatest in the tip portion as compared to either in the intake portion or the exhaust portion, and the intake portion is 0-45% of the blade, the tip portion is 30%-75% of the blade and the exhaust portion is 50% to 90% of the blade.

19. The propeller of any one of claims 6 to 18, comprising a non-zero pitch angle throughout the tip portion.

20. The propeller of any one of claims 6 to 19, wherein an average vertical angle for parameter sections in the exhaust portion is greater than an average vertical angle for parameter sections in the intake portion.

21. The propeller of any one of claims 6 to 20, wherein the plurality of blades are configured so rake of parameter sections is increasingly negative from a root of the intake portion root through the first 30% to 40% of the blade, then increasing for the next 10% to 15% of the blade

until rake reaches positive values and continues to increase for an additional 20% to 40% of the blade and then level off for the remainder of the blade or decrease.